

ROYAL NAVAL DIVISION.
H.M.S. "HAROLD".
OFFICIAL PERMIT TO SAIL
H.M.S. "HAROLD" is permitted to sail
under the flag of the United Kingdom
on the 12th inst. to the East Indies
and to return to the United Kingdom
on the 15th inst. The ship will be
strictly limited to Public School or
University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to—
ROYAL NAVAL DIVISION,
5, 7 and 8, Old Road Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

EVERYTHING
FOR
MOTORING
BY LAND AND SEA.
ALEX. ROSS & Co.,
Phone 27.

No. 18,146. 號六十四百一千八百一第 日三十月六年辰丙 HONGKONG, WEDNESDAY, JULY 12TH, 1916. 三拜禮 號二十月七年五國民華中 PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.
July 12th.—Europe (via Siberia), per
s.s. CHENAN.
TO DEPART
July 12th.—Europe (via Siberia), at 10.30
a.m., per s.s. EMPRESS OF
RUSSIA.
July 12th.—Shanghai, North China,
Japan (via Nagasaki, United
States, South America and
Canada, United Kingdom (via
Vancouver), at 10.30 a.m., per
s.s. EMPRESS OF RUSSIA.
July 13th.—Straits, Burma, Ceylon,
Australia, Western Australia,
New Zealand, India, Aden,
Egypt and Europe, at 11
a.m., per s.s. NELLORIE.
July 13th.—Europe (via Siberia), at 4
p.m., per s.s. SHANTUNG.
July 14th.—Europe (via Siberia), at 9
a.m., per s.s. HYACINTH MARU.
July 14th.—Straits, North China, Japan
via Moji, Victoria, B.C., and
Seattle, Wash., at 11 a.m.,
per s.s. MISHIMA MARU.
July 14th.—Europe (via Siberia), at 3
p.m., per s.s. SHIDZUKA
MARU.

N.B.—For further returns and for Mails to
and from the Coast Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. 860

FRENCH LESSONS
G. MOUSSON,
15, MORRISON HILL ROAD.
242

NEW CARTRIDGES.

BY popular English Manufacturers.
In all Bore and Sizes.

SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to 5588. at \$6, \$7 and
\$7.50 per 100. SPORTING REQUISITES
and ALL GUNS in Variety.
Inspection invited.

WM. SCHMIDT & Co.
Hongkong, 4th February, 1915. 641

A LING & CO.

9, QUEEN'S ROAD CENTRAL.
**FURNITURE AND PHOTO GOODS
STORE.**

Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.

TELEPHONE 1210.
Hongkong, 4th February, 1915. 559

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " " 10 " "
10.00 " " 11.00 " " " 15 " "
11.30 " " 12.45 p.m. " " " 15 " "
12.45 p.m. to 1.15 " " " 10 " "
1.15 " " 1.45 " " " 15 " "
1.45 " " 2.15 " " " 10 " "
2.15 " " 3.00 " " " 15 " "
3.00 " " 3.10 " " " 10 " "
NIGHT CARS.
8.50 p.m. and 9.00 p.m. 8.30 to 11.30 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m. Every Quarter-Hour.
SUNDAYS.
7.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " " 10 " "
11.30 " " 12.00 noon " " " 15 " "
12.00 noon to 1.00 p.m. " " " 10 " "
1.00 p.m. to 6.00 " " " 15 " "
6.00 " " 6.00 " " " 10 " "
6.00 " " 7.00 " " " 15 " "
7.00 " " 8.10 " " " 10 " "
NIGHT CARS on Week Days.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangements at the
Company's Office, Alexandra Buildings,
Des Voeux Road Central.
Season and punch tickets available for all
cars not already full running at the time
stated in the Company's time-tables, but
not for special cars, can be obtained on
application at the Company's Office. No
Season Ticket will be issued until payment
thereof has been made in Cash Notes or
by Cheque or Comptroller Order represent-
ing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 12th June, 1915. 600

MITSUBISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN (UNION), ENGINEERING AND BESTEST CODES USED.

Holders and Repairs of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contradictory Condensers, Steam Engines, Steam Castings,
Piston's Steam Turbines and Turbo-Alternators, &c. &c.

NAGASAKI.
TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Docks No. 1, Dock No. 2, Dock No. 3.
Length on Keel Blocks ... 510 feet 250 714 feet
Width of Entrance on bottom ... 77 " 53 " 66 "
Water on Blocks at Spring Tide ... 125 " 54 " 66 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OUBA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 80 tons each, besides 150 tons Giant Crane.

KOBE.
TELEGRAPHIC ADDRESS: "DOCK," KOBE.
FLOATING DOCK.
Lifting Power ... No. 1 1,000 tons. No. 2 1,000 tons.
Max. Length of Ship taken in ... 100 feet 60 feet
Max. Breadth of Ship taken in ... 33 " 26 "
Max. Draft of Ship taken in ... 23 " 26 "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 4,000 tons.

HIKOSHIMA (Near Shimoda).
TELEGRAPHIC ADDRESS: "DOCK," SHIMODA.
GRAVING DOCK.
Length on Keel Blocks ... 533 feet 3 inch
Width at Entrance on bottom ... 66 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 7 "
Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI KOBE and HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. 743

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL.

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIP-
BUILDERS AND HOUSEHOLD PURPOSES.

KAIPING COKE:
Completes with the best quality English Cokes for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST **FIREBRICKS** GRADE
FIRECLAY.

STOCK ALWAYS ON HAND.
OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD: MAISHAN, HONGKONG
TELEPHONE No. 1035

DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. 138

SOUTH MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE
FAR EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRTEEN WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed
of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between
Dairen and Changhai in connection with the Trans-Siberian Express Trains and with
Dairen-Saikou (Changhai) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU"
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND				SOUTH BOUND			
1st Class	2nd Class	3rd Class	Passenger	1st Class	2nd Class	3rd Class	Passenger
Shanghai	Shanghai	Shanghai	Shanghai	Shanghai	Shanghai	Shanghai	Shanghai
11.45 a.m.	11.45 a.m.	11.45 a.m.	11.45 a.m.	11.45 a.m.	11.45 a.m.	11.45 a.m.	11.45 a.m.
12.15 p.m.	12.15 p.m.	12.15 p.m.	12.15 p.m.	12.15 p.m.	12.15 p.m.	12.15 p.m.	12.15 p.m.
1.45 p.m.	1.45 p.m.	1.45 p.m.	1.45 p.m.	1.45 p.m.	1.45 p.m.	1.45 p.m.	1.45 p.m.
2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.	2.15 p.m.
3.00 p.m.	3.00 p.m.	3.00 p.m.	3.00 p.m.	3.00 p.m.	3.00 p.m.	3.00 p.m.	3.00 p.m.
5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.	5.00 p.m.

* Russian Train Time is 23 minutes faster than S.M.R. Time.
The above fares do not include the Express Train Berth Fee.
To the daily train leaving Dairen at 8 p.m. for Changhai and that leaving Changhai
at 11.30 a.m. for Dairen a Comportment Car has been attached on which First-Class
Passengers can secure sleeping accommodation on payment of Yen 2.
RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "Yamato"). At Dairen,
Port Arthur, Mukden, Changhai, and Hoshigaura (the finest sea-side resort in North China),
all under the Company's Management.
TOILET & GROOMING.—The Company's Railway and Steamer Tickets are obtainable
at all the Agencies of the International Sleeping Car & Express Trains Co.,
Messrs. THOS. COOK & SON, the NORDISKE REISEBUREAU and the NIPPON YUSEN KAISHA,
Shanghai, from whom all information, date-tables, pictorial guide-books, etc., can be obtained
free, or direct from the—
SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Add.: "MANTEISU." Codes: A.B.C. 2nd Ed., A1, and Lieber's

FUSHUN COAL
THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,
and also at Antung, Chefoo, Shantung, Hongkong, Manila, Singapore, and Penang.
MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN.
459

KELLY & WALSH, LTD.

LIST OF NEW BOOKS.

Received per S.S. "NANSHAN," July 4th, 1916.

Printer's Pie ... \$.80
The Year-Book of Wireless Telegraphy
and Telephony ... 2.75
"The Star," Starr Wood's Summer
Annual, 191680
In Shams and Society, by James Adderley,
Hon. Canon of Birmingham ... 4.50
Our Self After Death, by Rev. Arthur
Chamberg ... 1.20
The Boy in Business: How to Choose a
Career and Ensure Success, by J. F.
Lloyd80
Philosophy and War, by Emile Boutroux ... 3.50
The One Maid Cookery Book, by
Misses A. Congreve80
Andriotes and the Lion, Overruled,
Pygmalion, by Bernard Shaw ... 4.50
On the Art of Writing, by Sir Arthur
Quiller-Couch ... 6.00
German Policy Before the War, by G.
W. Kather ... 2.00

A Tennyson Dictionary, by A. E. Baker \$8.50
The Boy's Playbook of Science, by
Professor J. H. Pepper (New Edition) 4.00
More Minor Horrors, by A. E. Shipley 1.20
What I Found out in the House of a
German Prince80
The Great Unmarried, by W. M.
Gallican ... 6.00
Infantry Scouting, by Lieut. L. C. R.
D. J. Cameron50
Pistons Dri! at a Glance40
Handbook for the 303in. Vickers
Machine Gun40
Love Intrigues of Royal Courts80

NOVELS.

Diamond's Daughters, by Maud Diver... \$1.75
Unhappy in thy Daring, by Marina Lyle 1.75
Set to Partners, by Mrs. Henry Dudeney 1.60
The Broad Highway, by Jeffery Farnol
(cheap ed.) ... 1.60
The Amateur Gentleman, by Jeffery
Farnol (cheap ed.) ... 1.60
Sally on the Rocks, by Winifred Boggs .80
The Power-House, by John Buchan .80

WISEMAN, LTD.

CONTINENTAL CAKES

AND
PASTRIES.
FRESH VARIETY EVERY DAY.

FRESH LEMONS JUST ARRIVED, 60 CTS. PER DOZ.

Hongkong, 20th June, 1916. 19

**TENDERS FOR SOFT BREAD,
BISCUIT AND RICE.**

TENDERS for the Supply of Soft Bread,
Biscuit and Rice for H.M. Navy, for a
period of 8 months from the 1st of August
next, will be received at the Office of the
Rear Admiral, H.M. Naval Yard, Hongkong,
up to Noon on MONDAY, 17th July next.
Conditions and Tender Forms can be
obtained from the Victualling Office, H.M.
Naval Yard, Kowloon.
The right is reserved to decline the
lowest or any Tender.
J. W. STEEL,
Asst. VICTUALLING STORE OFFICER i/c.
Hongkong, 8th July, 1916. [881]

NOTICE
ANY EUROPEAN, Non-Alcoholic or Indian
desiring to leave the Colony should apply
in writing for permission to do so to the Captain
SUPERINTENDENT OF POLICE at least
48 hours before the intended hour of departure,
giving name, nationality, age, sex, height and
occupation of the applicant, and stating the
name of the steamer or other vessel or the hour
of the train by which the applicant wishes to
leave. Applicants should apply in person for
their passes at the CENTRAL POLICE STATION
between the hours of 9 A.M. to 1 P.M. and
2 P.M. to 4 P.M. daily.
Hongkong, 16th July, 1915. 77

**MITSUBISHI GOSHI KWAISHA
(MITSUBISHI CO.)
COAL DEPARTMENT.**

SOLE PROPRIETORS OF
TAKASHIMA, OCHI, MUTARE,
KISHIDA, YOSHINOTANI, HOJO,
NAMAZUTA, SAYO, KANADA,
SHINSEI, KANIMANADA, BIBAI
and OYUBARI COALFIELDS.
AGENTS FOR SAKITO COAL.

HEAD OFFICE—
MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI,
KARATSU, WAKAMATSU, OFARU,
MURORAN, HAKODATE, KORE,
OSAKA, KURE, TOKYO, YOKOHAMA,
NAGOYA, TSURUGA, VLADIVOSTOK,
HANKOW, PEKING, LONDON, NEW
YORK, SHANGHAI, HONGKONG,
HAIKONG and CANTON.

Cable Address:—"IWASAKI"
Codes:—A.I., A.B.C. 5th Ed., Western Union,
and Bentley's.

Agents:—
CHINKIANG—Messrs. GRADING & Co.
MANILA—Messrs. MACDONALD & Co.
SINGAPORE—Messrs. BORNEO CO. LTD.
GLASGOW—Messrs. A. R. BROWN,
McFARLANE & Co., Ltd.

For Particulars, apply to—
K. KATO, Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 23rd May, 1916. [818]

NOTICE.
DEUTSCH-ASIATISCHE BANK,
HONGKONG
(In Liquidation).

CREDITORS are requested to send in their
Claims to the Undersigned on or before
31st August, 1916.
HONGKONG AND SHANGHAI
BANKING CORPORATION,
Liquidators.
Appointed by the Hongkong Government
Hongkong, 13th June, 1916. [797]

SWATOW.
WANTED: GOOD ACCOMMODATION
for Married Couple in British Family;
Large Room, &c. Liberal Terms.
Apply—
"J."
Care of "Daily Press" Office. [450]

SPEND YOUR VACATION IN BAGUIO

(PHILIPPINES).

CITY—Built on Fine Clad Hills Swept by
Cool and Refreshing Breezes.
5,000 FEET above SEA LEVEL.
65° F. AVERAGE TEMPERATURE.
Eight hours by Rail or Automobile from
Manila.

GOLF, TENNIS, POLO.
**MOUNTAIN CLIMBING TO
ALTITUDES OF 9,000 FEET.**

**FINEST AUTOMOBILE ROADS
IN THE WORLD.**

FIRST CLASS HOTELS.

For Information, address:—
THE CITY SECRETARY,
BAGUIO, P.I.,
or nearest Office of THOS. COOK & SON.
[788]

FOR SALE.
COLLECTION of used MACAU POSTAGE
STAMPS in packets, ALL DIFFERENT.

20 Stamps for \$1. 40 for \$2. 60 for \$7.
80 for \$12. 100 for \$20.

GRACA & CO.
No. 4, WYDEMAN STREET.
Hongkong, 16th June, 1916. [861]

HOTELS

**HONGKONG
HOTEL**
AND
GRILL ROOM.
J. E. TAGGART,
Manager.

KING EDWARD HOTEL

CENTRAL LOCATION.
ELECTRIC LIGHTS AND LIFTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone: No. 373.
Tel. Address: "VICTORIA."
J. WITCHELL
Manager. 25

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.
FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL. Unrivalled for
Comfort, Health and Convenience. Telephones
in every Room, prompt connection maintained
by six lines to Central.
Fifteen minutes from Principal Landing
Stage. Moderate Tariff and Excellent Cuisine.
Lift, Garden and Social Rooms. European
Runners meet Steamers.
P. O. PEUSTER,
Manager. [121]

THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL
is now OPENED under NEW
MANAGEMENT. The place has been re-
novated throughout and entirely refurnished.
Situated on the Praia Grande facing the sea,
cool breezes are enjoyed all the year round.
LARGE and COMFORTABLE DINING
ROOM facing the sea. Cuisine under
experienced supervision. Terms moderate.
For further particulars, apply to—
THE MANAGER,
Macau.
Tel. Add. "Phoenix," Macau.
1st February, 1916. 31

THE VICTORIA HOTEL, CANTON.

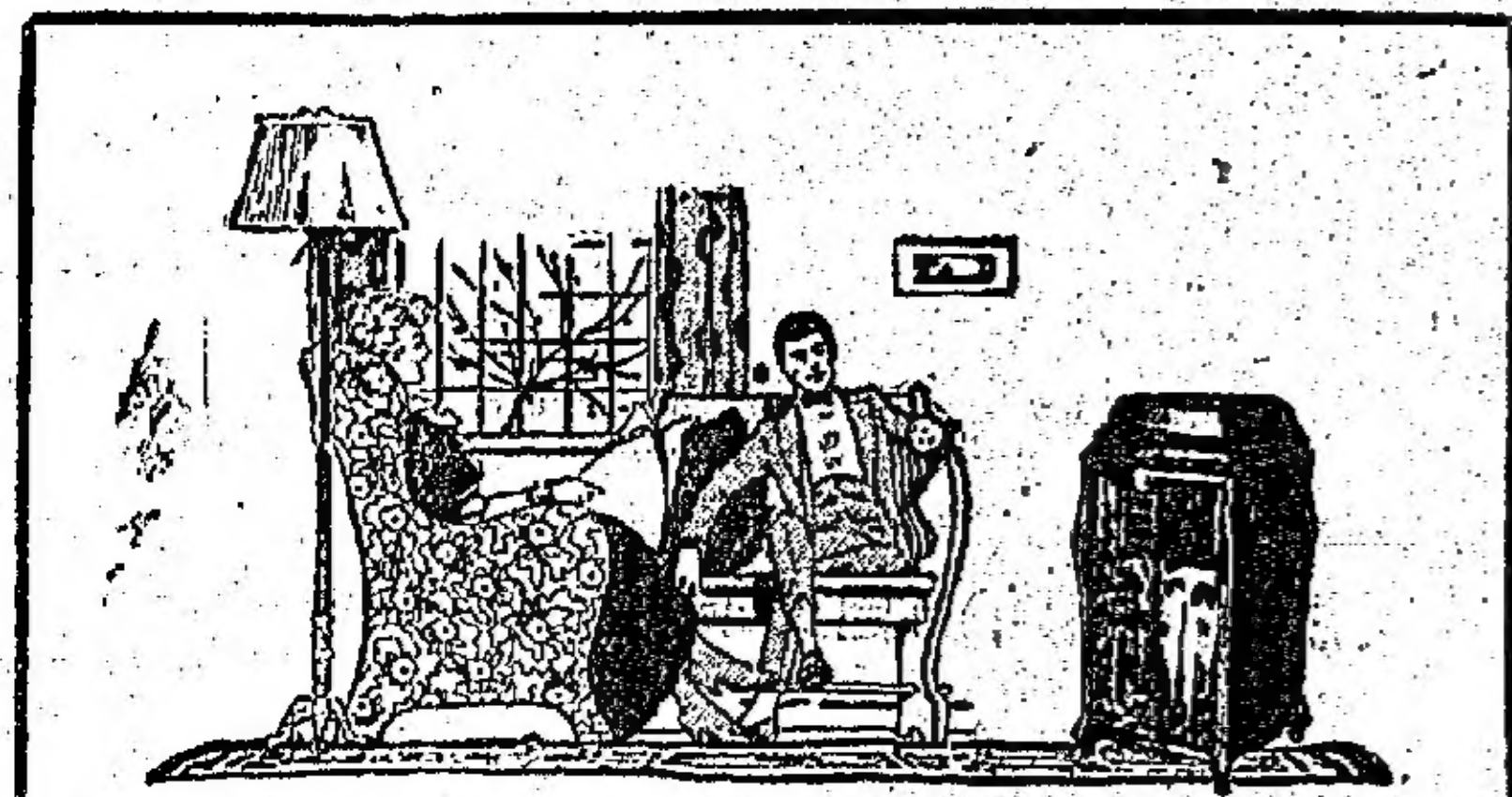
Situated on the British Concession,
Shameen.
The only European Hotel in
Canton.
Guides and Chairs provided.
Every information and special
attention given to Tourists.
Reasonable Rates.
Under the personal Management
of Mr. and Mrs. GEO. E. EYLES.
862

SAVOY HOTEL.

21, BROADWAY, SHANGHAI, CHINA.

THE BEST MEDIUM-PRICED HOTEL.
in the City. Near to everywhere, and
providing all modern conveniences.
American or European Plan.
Rates \$4 and \$5 per day.
Special terms to monthly guests.
Cable address: Telephone No. 21.
SAVOY, C. A. BIDDLE,
Manager. 83

INTIMATIONS



Ten Victor Records which
should be in every home

17342	Silver Threads Among The Gold...	Cello	Rozario Bourdon.
	Broken Melody		
17896	Juliet's Slumber		Victor Concert Orchestra.
	Venetian Love Song		
35596	Finlandia—Tone Poem (Sibelius)		Conway's Band
	Packeltanz (Meyerbeer)		
25508	Blue Paradise	One Step	Conway's Band
	Miss Vixen	Fox Trot	
64537	Ah, Love, but a day...	Song	Evan Williams.
64120	I Hear You Calling Me		McCorrack.
74437	Love's Nocturne		Hamlin.
74337	Legende	Violin	Zimbalist.
83401	La Campanella (Liszt)	Pianoforte	Podlewski.
83388	Abide With Me (Liddle)	Song	Glara Butt.

MOUTRIE'S

VICTOR AGENTS.

[20-3]

THEATRE ROYAL.

FOR A SHORT SEASON ONLY, COMMENCING JULY 14TH,
MAURICE E. BANDMAN PRESENTS

NEW BANDMAN OPERA & COMEDY CO.

FRIDAY, JULY 14TH—The World's Record Breaker,
"POTASH AND PERLMUTTER."

SATURDAY, JULY 15TH—The Great Gaiety Success
"TO NIGHT'S THE NIGHT."

MONDAY, JULY 17TH—Cyril Maude's Great Masterpiece,
"GRUMPY."

TUESDAY, JULY 18TH—From the Shaftesbury Theatre,
"THE CINEMA STAR."

WEDNESDAY, JULY 19TH—James Welch's Greatest Success,
"OH! I SAY."

THURSDAY, JULY 20TH—The New and Revised Version,
"A COUNTRY GIRL."

FRIDAY, JULY 21ST—From the Royalty Theatre,
"THE MAN WHO STAYED AT HOME."

SATURDAY, JULY 22ND—GRAND VARIETY ENTERTAINMENT.

MONDAY, JULY 24TH—The Evergreen Record Breaker,
"THE BELLE OF NEW YORK."

BOOKING AT MOUTRIE'S. PRICE: \$3.50, \$3, \$2 AND \$1
Hongkong, 4th July, 1916. [870]

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	\$6.00
Return " (available also for return by day steamer)	...	11.00
Single Fare by Day Steamer	...	5.00
Return " (available also for return by night steamer)	...	9.00

HONGKONG TO CANTON, 1 CANTON TO HONGKONG.

WEDNESDAY, 12th JULY, 1916.	
8 a.m. HEUNGSHAN.	8 a.m. HOYAM.
10 p.m. KINSHAN.	6 p.m. FATSHAN.

THURSDAY, 13th JULY, 1916.	
8 a.m. HONAM.	8 a.m. HEUNGSHAN.
10 p.m. FATSHAN.	6 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. TAIHAN, Tons 2000.	S.S. SUI TAI, Tons 1,651.
HONGKONG TO MACAO.	
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.	
Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.	

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.	
-------------------------------------------------------------------	--

EXCURSION TO MACAO.

SUNDAY, 16th JULY, 1916.	
The Company's New Steamship	

"TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 3 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. SUI AN.	
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.	
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.	

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SUI AN, 588 tons, and S.S. NANNING, 589 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Return trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINYAN and SANGUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor), opposite the Bank of China.

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TORTUOUS WAYS OF CHINESE
POLITICS.HOW THE MONARCHICAL MOVE-
MENT WAS ENGINEERED.

Secret instructions issued by Yuan Shih-kai's Government to the Provincial Governors in connection with the Monarchy scheme have been published by the Yunnan and Kwei-chow authorities. They reveal some characteristically Chinese methods of ascertaining the will of the people, and indicate, as was generally supposed, that the monarchical movement was largely engineered by the Government itself either with or without the connivance of the President.

The first instruction issued by the Peking Government on the monarchical question is a telegram dated August 30th, 1915, and signed by Tang Chi Kwei, Governor of Mukden, Liang Shi Yi, Director General of the Customs Department, and others. Part of it reads: "We shall use an organ of voting by which the people's will will not be formally ignored and at the same time no opportunity will be given to the opposition for finding fault. We therefore ask you to present first a petition in the name of the citizens of each province to the Tsan Chen Yuan, in which you should state that the people desire a monarchy." The proceeding adopted by the Tsan Chen Yuan for carrying out the great scheme is given in a telegram dated September 20th, 1915. This was the creation of an organ called the Citizens' Electoral College to be held at the capital of each province to elect representatives for the National Assembly. The instruction proceeds: "Nominally each citizen (district) should nominate and send one citizen to the college. But you should nominate as many officials as practicable from the administrative board under your control, lest, otherwise, the members of the college may not understand the object of our scheme." A telegram of October 7th, 1915, gave instructions as to the steps to be taken after the voting by the National Assembly for the restoration of a monarchy. It stated: "You will ask the National Assembly to report the result of the voting directly to the Chief and the Tsan Chen Yuan. The report should be worded as follows: 'The Assembly unanimously elects Yuan as Emperor of the Chinese Empire.'"

We next come to a telegram giving further instructions for ensuring a successful voting. It is dated October 10th, 1915, and sent by the Director of the Bureau for the management of the National Assembly. It runs as follows: "As the members of the Electoral College are the true electors of the representatives for the National Assembly, you should be careful to nominate only such persons as you can control. If you find that in some cases this is not practicable, you must adopt such methods (forcible or otherwise) as are necessary for carrying out our intention."

A final instruction issued to the governors on November 7th, 1915, is interesting, as it relates to the representation made by the Allies. The text is as follows: "A certain foreign country, together with England and Russia, recently advised us to stop the present movement. Their reason was that they feared this sudden change would cause some unforeseen trouble in the country. To this the Government could never agree. But if all the provinces should appear to support the change unanimously and frequently appeal to the Chief to be Emperor, and the Chief should formally refuse to accept the offer a few times, the foreigners, believing that the movement is really coming from the people and not organized by the Central Government, will not be able to find further excuse for interfering with our scheme, and will be obliged to recognize the new Government. All these plans you must keep strictly in secret, lest they might be known, and trouble come upon us at home and abroad, and future historians blame and dishonour us."

These disclosures must at least prove embarrassing to the Monarchists, and provide another typical example of the tortuous ways of Chinese politics. We note, notwithstanding the above, that, in a recent mandate issued by the State Department, Yuan Shih-kai disclaims all personal responsibility for launching the abortive monarchist scheme. If so, it is a confession that the President did not know what his own Government was doing, but this latest mandate is probably only another effort to "save face."

London and China Express.

CHINESE OPIUM SNUGLERS
IN LIVERPOOL.

NO HONOUR AMONG THIEVES.

"A large number of very clever Chinese smugglers have congregated in Liverpool, where a vast trade in opium has sprung up," said Mr. Cripps at Liverpool in prosecuting a Chinaman named Chang Fook, who was charged with obtaining £20 by false pretences from another Chinaman, Fong Jing. A considerable number of Chinese in Liverpool, continued Mr. Cripps, were under suspicion of smuggling opium. Several Chinamen had been deported to their own country, where, he understood, they ran the risk of being beheaded for smuggling opium. Prisoner had professed to know who was on the list to go back to China next. He sent word to Fong Jing that he was on the list. Chang Fook also declared that he knew the head constable and the chief detective very well, and if Fong Jing paid him £20 he (prisoner) would see that his name was struck off the list. Fong Jing, a Chinese boarding-house keeper, stated that during the last few weeks a number of his fellow-countrymen had been deported to China. He was informed that he was No. 11 on the list to be sent back. He had a wife and five children in England and did not want to be deported. He had not broken the British law in any way. Chang Fook was sentenced to four months' imprisonment with hard labour, and recommended for deportation.

INTERESTING MARINE IN-
SURANCE CASE.MACHINERY LOST IN THE
"YASAKA MARU."

In the High Court, London, recently, before Mr. Justice Atkin, Messrs. Dickson & Co., Ltd., claimed damages from Mr. Howson F. Devitt, an insurance broker, for negligence in effecting an insurance.

Messrs. Dickson were the agents in London of the Third Mile (F.M.S.) Rubber Company, which had bought rubber washing machinery to be sent to Singapore. Messrs. Dickson & Co., on November 3rd, 1915, instructed the defendant to "insure, marine and war risks, machinery to the value of £500 dispatched for shipment to-day per str. *Suwa Maru* and/or other steamers London to Port Dickson." The defendant effected an insurance on the machinery against marine risks per str. *Suwa Maru*, and/or steamers from London to Port Dickson, but by some mistake only effected an insurance on the machinery against war risks per str. *Suwa Maru*. The machinery was shut out of the *Suwa Maru* and on December 9th it was shipped in the *Yasaka Maru*, which was torpedoed in the Mediterranean, and the goods were lost. The plaintiffs were unable to recover on the policy against war risks because that policy only insured the goods per the *Suwa Maru*, they therefore brought this action, alleging that through the defendant's negligence and breach of duty they had been unable to recover the loss of £500 under the policy, and they claimed £500.

In giving judgment, his Lordship thought that a client was entitled to rely on a broker carrying out his instructions to insure, and that the client was not, as between himself and the broker, bound to see whether those instructions had been carried out and to look at the documents himself. If the policy had been in accordance with their instructions, the plaintiffs would have been covered; but as it was not in accordance with those instructions they were not covered, and, therefore, the loss must fall upon the defendants.

HAD MONEY IN SHANGHAI.

NEW COINS REFUSED BY
EXCHANGE SHOPS.

Something of a sensation was caused amongst the Chinese in Shanghai on the 4th inst. (says the *N. C. Daily News*) by the refusal of the exchange shops to accept the new money, a large quantity of which has just recently been put into circulation. The reason for this attitude is that amongst the flood of new coin is a large amount of bad money, which seems, to the ordinary ear, to give the customary ring of new metal and, in fact, is so close a copy of the true coin that the money-changers, in self-defence, are stated to have refused to handle the new money at all.

Quite a lot of the false money is said to be of copper with a silver sheathing, while it is also alleged that there is some coin in circulation so debased that it only contains about 95 per cent. of silver. Another outstanding feature of some of the forged 20 cent pieces which have come to hand is the imperfection of the milling, which in some cases totally disappears from the rim of the coin, and in others seems to give indisputable evidence of the use of the file. These points are of little use in endeavouring to tell the good from the bad, for in the majority of coins that have been noticed even of good coin the milling is not good, many of the letters are not clean cut in the inscriptions and in all there is an error in the lettering giving the value of the 20 cent piece which reads "1 mace and 44 candareens" without a space between the words "mace" and "and."

The explanation of the issue of the new coin is that it was coined in the fourth year of Hsuan Tung just before the first revolution by the mint at Nanking. The establishment of a Republic was considered to render the issue of this money to the public inappropriate, and it has consequently only been placed on the market recently.

THE JUTLAND FIGHT.

LOSS OF OFFICERS WHO SERVED
ON THE CHINA STATION.

Amongst the great loss of life in the great naval battle off Jutland there are many officers who at times have served on the China Station. Admiral Hood served on it, so did Sir Robert K. Arbuthnot and Captain Prowse, and several other commanders of ships and small craft. That the gunnery of the British ships, which saved the situation, and eventually resulted in the flight of the enemy back to their "hole" in Kiel Harbour, is another reminder that gunnery—modern gunnery—was born on the China Station sixteen years ago (says the *L. and C. Express*).

Amongst the officers lost are—Commander Lionel Henry Shore, H.M.S. *Inimitable*, who served in China in 1900 in the *Barfleur*, where he was aide-de-camp to the late Admiral (then Commander) Cradock, and was mentioned in dispatches for his services. Towards the close of the operations he received a dangerous wound through the careless handling of a captured rifle by one of his own party, the bullet passing through the thigh.

Major Gerald C. Rooney, who served in the China expedition in 1900, receiving the medal.

Midshipman Malcolm Alfred Milner Harris, of the *Defence*, youngest son of Admiral Sir Robert Harris, who was Flag Captain to Sir R. Vesey Hamilton, when in command in China.

Midshipman John de Urban Scott, of the *Defence*, elder son of Admiral Sir Percy Scott, whose services at Tientsin are well remembered.

FOREST EXPLOITATION IN
FORMOSA.

H.M. Consul at Tamsui reports that the exploitation of the extensive forests in the interior of Formosa is a matter which has been engaging the attention of the Government authorities for some years past.

Tree-felling in the Mount Ari forests has been rapidly proceeded with, and in 1915 the first trial exports of Arisan timber to foreign countries took place. The amount of timber now produced at Arisan is about 3,000,000 cubic ft. per annum. The most up-to-date methods of timber extraction are employed, and the wood is sent down to the yard at Kagi in the shape of logs.

The Kagi timber yard is situated on land adjoining the starting point of the Arisan Railway, which runs for a distance of 41 miles up the slopes of the mountain. Aerial wire transporters have been installed and the collecting power of the machinery now in use is from 10,800 to 14,400 cubic ft. per working day of ten hours.

Exploration work has also been carried on in other parts of the island, with the result that two new forests have been discovered, one in Taichu Prefecture on the slopes of Mount Hassen, and the other in Giran Prefecture in the upper reaches of the River Daidakusike in the neighbourhood of Mount Sansei. Investigations into the extent and possibilities of the new forests are at present being actively conducted by the Forestry Bureau. According to present estimates, the area of the Hassen forest is about one-half the area of that at Mount Ari, while the forest in Giran Prefecture is one and a half times as large as the Arisan forest.

QUESTIONS IN PARLIAMENT.

THE TEA "GAMBLE."

In the House of Commons on June 1st:—Mr. Prettiman informed Mr. Keating that the average price of tea had increased from 9d. ex-duty in May, 1914 (which was equivalent to 1s. 1d. duty paid price) to 11d. and 1s. 11d. duty paid this year.

Mr. Flavin: Is there a combine in the tea trade by which tea is held in bond in order to send up the price?

Mr. Prettiman: I have heard a sort of vague rumour to that effect, but I have no information.

Mr. Flavin: Has the right hon. gentleman any personal knowledge of the tea trade?

Mr. Prettiman: My inquiries have not been personal; they have been made by those in my Department in charge of that work.

THE DEUTSCHE BANK.

On May 30th, in reply to Mr. Rupert Gwynne, Mr. McKenna said that there were still employed in the London office of the Deutsche Bank nine German subjects and one Austrian, mostly managers and heads of departments, whose knowledge of outstanding transactions makes their services indispensable. Seventy-eight British subjects were employed there. The work of discharging liabilities was being actively pushed forward, but he could not say how long it would take to complete it.

HIGH PRI ES FOR CHINESE
ENAMELS.SIR TREVOR LAWRENCE'S
COLLECTIONS.

At Messrs. Christie's sale of the collections of the late Sir Trevor Lawrence a Japanese lacquer chest, which came from the Hamilton Palace collection in 1882, realised £325.

The following are some of the highest prices:—Chinese enamelled porcelain: An eggshell bowl, 7 1/2 in. diam., Yung-Ching, from the de Zoete collection, 1885, £215.5s.; a pair of powdered-blue bottles, 10 1/2 in. high, Kang-He, £378; a famille-verte bowl, 13 in. diam., Kang-He, £162; a famille-verte beaker, 16 1/2 in. high, Kien-Kung, £147; a famille-rose dish, 21 in. diam., Kien-Lung, £430. 10s.; a famille-verte square vase, 30 in. high, Kang-He, £141. 15s.; a famille-verte beaker, 17 1/2 in. high, Kang-He, from the de Zoete collection, 1885, £120. 15s.; another, 18 in. high, Kang-He, from the John James collection, 1873, £178. 10s.; a globular jar and cover, 18 1/2 in. diam., Ming, £136. 10s.; Chinese whole-coloured porcelain: A pair of white cups, 3 1/2 in. diam., from the Morrison collection, 1877, £281. 6s.; a pair of powdered beakers, 18 in. high, £141. 15s.; Chinese cloisonné enamel: A cylindrical jar and cover, 13 in. high, 9 in. diam., £162. 15s.; an altar vessel, 10 in. high, from the H. G. Bohn collection, 1876, £315; a koro and cover, 7 1/2 in. high, £189; figure of a monster, 6 1/2 in. high, £304. 10s.; a large vase, 27 in. high, £105; a koro and cover, 25 in. high, £215. 5s.; A Chinese cloisonné enamel figure of a Kylin, with a Damo seated on its back, 19 in. high, brought 310 guineas. The Chinese enamelled porcelain included two pairs of powdered-blue vases, Kang-He, which were sold for 325 guineas. Other items were: Four dishes, Kang-He, £204. 15s.; a famille-verte cylindrical vase, 18 in. high, Kang-He, £136. 10s.; and a pair of famille-verte square jardinières, Kang-He, £173. 5s. The total realised in four days was £25,329. 3s.

SAINT JOHN AMBULANCE
ASSOCIATION.

A recent *Court Circular* describes the inspection by the King and Queen at Buckingham Palace of an X-Ray Motor Car, presented to the St. John Ambulance Association by Sir John Holder, Bart. The car is an independent travelling installation for radiographic research, and is intended to be moved from hospital to hospital where such apparatus may be required. Within a few days the car was on its way to the Hospital Militaire Auxiliaire, maintained and staffed by the British at a point some 90 miles from Verdun, where it was at once put to practical use in helping to alleviate the sufferings of the wounded French soldiers.

FAR EASTERN MEN AND
THE WAR.

Captain Ernest Barrett, Royal Flying Corps, formerly an assistant on the Sighting (Negri Sembilan) Rubber Estate, has been killed in action.

Many friends of Lieut. E. V. Gray, R.N., formerly of H.M.S. *Newcastle*, and well known all over the China coast for several years, will hear with deep regret that he was on H.M.S. *Hampshire* just before she started on her last voyage. In the absence of other news it is greatly to be feared (says the *N. C. Daily News*) that Mr. Gray was lost.

In the Highland Light Infantry, which was especially mentioned in connection with the brilliant affair at Vernoilles, are three Shanghai men, all of whom are Second Lieutenants, namely, Mr. A. O. Beckett, Messrs. Butterfield & Swire, Mr. G. B. Miller, Shanghai & Hongkong Wharf Co., and Mr. H. S. Robertson, Messrs. W. Little & Co.

Li-Col. G. F. Menzies, now in command of the 14th Durham Light Infantry, has been awarded the D.S.O. In a letter to Shanghai he says: "I have been on three different fronts in Belgium and France, always up in the trenches. We were in the great gas attack of December 19th in that salient which is so well known. My men are splendid; miners, rough, but always cheerful, who endure the misery of flooded trenches and little sleep with a laugh, but complain if they have not enough sugar in the tea."

GERMAN POPULATION OF
THE UNITED STATES.

SOME PLAIN FACTS.

The United States Census Bureau has assembled figures concerning the German population of the United States which, on the eve of the party conventions—when "the German vote" is exercising the minds of politicians—are as timely as they are interesting. The bureau has combined the figures gathered in the census of 1910 with the reports of the immigration bureau for subsequent years, and shows as a result that there are 2,603,775 persons of German birth in the United States. These figures are surprising because they are small, but an examination of the immigration figures for the last few decades has been made, from which it is evident that the number of persons of German birth could not greatly exceed that figure in view of the proportionately small German immigration since the beginning of German's intensified industrial development, and her careful provisions to make life in the Fatherland as attractive to her people as existence in lands overseas.

The figures for German immigration during 1911, 1912, 1913 and 1914 are significant. They show 24,781 in 1911, 20,031 in 1912, 20,145 in 1913, and 28,468 in 1914. The beginning of the war ended immigration, of course. The population in the United States whose ancestors were of German origin is, of course, very much greater than those of German birth. The census bureau estimates the number at 8,292,018. Throughout the whole country those of German ancestry formed 9 per cent. of the population.

HONGKONG POLICE RESERVE.

ALL ranks, except medical exemptions, will attend a Lancers Parade and March-Past on the Murray Garrison Parade Ground. Fall in at Central Station at 9 p.m. sharp. Uniform, caps and white covers. Further instructions will be issued.

MOUNTED PATROLS.
P.C. 722 Golder has kindly presented "Ploughboy" to this detachment.

PARADES, ETC.
Wednesday, July 12th.—Whole of No. 4 Company at Central at 5.30 p.m.
Thursday, July 13th.—Orchestra Practice, Club Lustina, 6 p.m. sharp.
Friday, July 14th.—Parade of Mounted Police at Stables at 5.45 p.m. as per Orders of July 6th/10th.

NO. 13 AND 14 SECTIONS.
Winchesters will be issued to these Sections at 5.30 p.m. on July 12th. Men will produce their Equipment Tickets. The E.O. will attend.

LEAVE.
In all cases of absence from the Colony for a period to exceed or likely to exceed 14 days, the intending absentee must return his rifle and ammunition to his Equipment officer, who will forthwith advise the Musketry Sergeant.

RESIGNATION.
P.C. 568 Lindsay resigns as from date on leaving the Colony.

PROMOTIONS.
The Hon. C.S.P. has sanctioned the following promotions to the rank of Sergeant:—No. 2 Section—P. C. 604 Goodwin; Maxim Gunners—P.C. 633 Bickerton.

F. C. JENKIN,
D.S.P. (R).

The deadly Lewis gun, of which we hear so much, was invented by an American officer, Colonel Lewis, and made in Belgium, almost up to the moment when the German scouts entered the city of its manufacture. The invention narrowly escaped capture by the Germans. Its hitting power may be gauged from the fact that in one trench recently one of these guns, manned by a crew of two men, accounted for 330 Germans in half an hour. It can be fired upside down from an aeroplane or sideways from a trench, from the ground, from a wall, or from the roof of a house. It comes to pieces in a minute under expert hands, and only one tool is needed, and that tool is an ordinary rifle bullet. These guns are being made in England now.

HONGKONG SANITARY BOARD.

MR. BOWLEY AND LOCAL SCAVENGING.

THE COLONY'S DEATH RATE.

Several interesting matters were dealt with at yesterday's meeting of the Sanitary Board. Mr. D. W. Trautman presided, and those also present were: Colonel Crisp, Messrs. Chan Kai Ming, P. W. Goldring, F. B. L. Bowley, the Hon. Mr. E. R. Hallifax (Secretary for Chinese Affairs), the Hon. Mr. Chatham (Director of Public Works), and Dr. W. J. Woodman (Medical Officer of Health). The latter also acted as Secretary in the absence of Mr. Bowen Rowlands.

MR. BOWLEY AND THE COLONY'S SCAVENGING.

Mr. BOWLEY, pursuant to notice, asked the following questions:—

- 1.—How many rounds do the dust-carts make daily in Victoria, and at what hours?
- 2.—Are the carts allowed to rush the carts downhill without using brakes?
- 3.—At what hours are householders allowed to put out their dust-bins in Victoria and when are the dust-bins emptied?
- 4.—How often, by whom, and under whose supervision are the trained nullahs draining into the Mongkoktsui harbour of refuse cleaned?

The HEAD of the SANITARY DEPARTMENT replied as follows:—In Health Districts 1, 4, 5, 6, 7, 8, 9, and in Health District 2, as far West as the line of Arsenal Street and as far South as Kennedy Road, including the latter, and in Health District 10 as far as West Whitty Street and as far South as Bonham Road, excluding the latter, there is a street-sweeping and household refuse collection between 9 a.m. and 1 p.m. and again between 5.45 p.m. and 8.15 p.m. All these areas are occupied almost exclusively by Chinese. The object of these hours is to secure the removal of the debris of the two main meals as soon as possible, and particularly to prevent this debris from forming food for rats during the night time. In the upper levels of Health District 2, in Health District 3, and the Peak and in the remainder of the Health District 10, i.e., upper levels and Shek Tong Tsui, the first scavenging and surface-sweeping round begins at 5.30 a.m. and reaches the depots on the Praya at 8.30 a.m. In Shek Tong Tsui there is a second collection of house refuse from 11 to 2.30 p.m. In the remainder of the district in this group there is a second surface-sweeping between these hours except in the business part of Health District 3, where surface-sweeping would be liable to cause undue annoyance at these times. The only refuse collected in the middle of the day in this last area is the contents of the various permanent bins belonging to the large blocks of offices and the odds and ends collected by the two men specially told off to keep the streets and lanes of this area clean. The side-channels, steps and lanes of the City are washed down in the intervals between the two scavenging rounds in regular rotation. The average round takes about a week to complete.

A foreman or assistant foreman is told off to tend the brake on each cart and apply it when necessary.

On the upper levels, where the first scavenging round starts at 5.30 a.m., dust bins are allowed to be put out at the road-side after 9 p.m. Their contents are collected between 5.30 and 8 a.m. This concession was granted in 1906 with a view to avoiding the inordinate bell ringing required to rouse the servants in these localities. I am informed that the hours for putting out the full bins and taking in the empty ones are somewhat laxly observed, and I will take steps to warn the offenders. In the Districts enumerated in the answer to question 1, where the collections are from 9 a.m. to 1 p.m. and from 5.45 to 8.15 p.m., such dust-bins as are placed on the street are only so placed a short while before the arrival of the carts. In the lanes and yards of the large blocks of offices in Health District 3 there are a certain number of permanent dust-bins which are cleared at both rounds.

The nullahs in question are cleaned weekly by the Kowloon scavenging gang under the supervision of the Scavenging Inspector. After heavy rains they are cleared of sand and debris by the Public Works Department.

CHINESE BURIAL GROUNDS.

In connection with the correspondence relative to an application for reserving terraces in the new section "D" at Mount Caroline Cemetery, Mr. BOWLEY minuted—I adhere to my original opinion. The applicants could no doubt find good "Fung Shui" elsewhere, and apply to the P.W.D. This is not a Sanitary matter.

Mr. GOLDBRING minuted—Mr. Bowley's original opinion was, I believe, founded on a misconception of the proposal made when this matter was before the Board. Broadly speaking, he is right as to the inadvisability of granting sites *en bloc*. The Hon. DIRECTOR OF PUBLIC WORKS minuted—I am not in favour of granting the application for a terrace in section "D" for the purpose contemplated.

The application was subsequently refused, on the proposition of Mr. BOWLEY, seconded by the Hon. Mr. HALLIFAX.

DRAINAGE.

Regarding an application to erect six water-closets and eight urinals at Nos. 181-193, Des Vaux Road Central, and Nos. 90, 91, and 94-95, Connaught Road Central,

Mr. BOWLEY minuted—I should like to know what conveniences have been permitted on Sincere's premises?

The Hon. DIRECTOR OF PUBLIC WORKS—The drains are adequate. The tanks should have a capacity of 1,300 gallons, which is estimated to be equivalent to one day's supply for the proposed trough closets.

The HEAD of the SANITARY DEPARTMENT replied—The Sincere Co. have in their main premises one trough closet and four urinals; and in their employees' quarters, one trough closet and two urinals.

The application was refused, but the applicant will be informed that the Board are prepared to consider a more modified scheme.

ADULTERATED MILK.

With regard to the returns of examinations made under "The Sale of Food and Drugs Ordinance" for last quarter,

Mr. BOWLEY minuted—Where was the adulterated milk found, and what steps were taken, and with what results?

The HEAD of the SANITARY DEPARTMENT replied that the adulterated milk was found at 125A Second Street, a prosecution was instituted, and the case dismissed by Mr. Wood. On June 1st, the Kowloon Tung, Ju Kee Dairy was fined \$40 by Mr. Orme.

THE COLONY'S DEATH RATE.

Arising out of the mortality returns, Mr. BOWLEY minuted—"Other causes, 101" is rather vague. Does this include 32 cases of enteritis?

The MEDICAL OFFICER OF HEALTH replied—The answer to Mr. BOWLEY's question is "Yes."

Mr. BOWLEY further minuted—How does the M.O.H. account for the very high death rates of the two weeks ending June 18th? More than half the deaths in the summary are attributed to "other causes." Is not the classification defective?

The MEDICAL OFFICER OF HEALTH replied as follows:—(1.) The first two weeks of June, in the year 1915, seem to have been exceptionally healthy, as the figures for 1914, for those two weeks, show a death-rate of 27.4 and 27.5 per mille compared with 30.5 and 27.9 this year. The chief causes of increases in the number of deaths during these two weeks this year when compared with last year's figures are in acute long disease and consumption, which account for 60 per cent. of the difference. This increase is probably due to the large rainfall early in June, and the same cause would also tend to raise the mortality in other diseases. (2.) The classification seems to be more of the nature of an abstract made to place before the Board the number of cases of more or less preventable diseases, and to leave unclassified those against which at present no sanitary measures are taken. Full details can always be obtained from the list of causes of death attached. (3.) Enteritis and gastro-enteritis are bowel diseases; most of the deaths caused by these diseases occur in children under two years of age, and are due to errors in diet.

THEFT FROM ASTOR HOUSE HOTEL.

It has been reported to the Police by an American named Hodges, who is staying at the Astor House Hotel, that he has been robbed of \$200 (American currency). The man says he left a pocket-book, containing the notes, in a bathroom, and when he had discovered his loss rushed back to the bathroom only to find that the pocket-book and its contents had vanished. The police are investigating the theft.

CORRESPONDENCE.

THE REGISTRATION ORDINANCE AND RECRUITS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir—I notice in your issue of this morning, comments by "Roderick Random" re registration.

I cannot pretend to answer for others, but I wish to state facts regarding myself, as I am one of the recently joined Volunteer Reserve.

When the war broke out I was seriously ill in Wei-hai-wei, and this resulted in my having to resign my employment on returning to the Colony, as I was medically unfit. I left the Colony for India (an up-country station), where I did my bit by subscribing monthly to the Madras Hospital Ship, as the next best thing. I have been back in the Colony just four months, and have secured employment which entailed learning new work. I intended to join at the first opportunity, and my papers were filled in some time before the registration order appeared. I have already served my country in Crete, Egypt, and North China.

Thanking you to publish these facts—Yours respectfully,

HENRY PALMER.

Hongkong, 11th July, 1916.

[We have great pleasure in publishing the above letter. We have no doubt that in the vast majority of cases those of our fellow-countrymen who have not joined one or other of the local defence corps could furnish a good excuse.—Ed.]

AN AUSTRALIAN'S IMPRESSIONS OF THE SHAMEN.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—Having recently arrived from Australia, I have just returned from a trip to the Chinese city of Canton. Never having been in the East before I am anxious to see as much as I can. On my arrival at Canton I engaged a guide to show me round. Before we went into the Chinese city, he asked me if I would like to see the British settlement and told me it was conceded to the British some years ago. While going in a chair round the Shamien I was dumfounded to see so many German flags flying. "Surely," I said to the guide, "this is not British territory?" "Yes, it is, madam," he replied. "You see that large building over there—that is the German Consulate, and it flies a large flag on Sundays; and that building, madam (Arnhold and Karberg, he called it), is occupied by a British company at the top, while underneath is a German bank doing more business now than before the war. The German merchants all own their own property on this British concession, as they did before the war." I told the guide to take me to the Chinese city quickly before I fainted.

Dear Mr. Editor, are not our sons, brothers, countrymen shedding their blood in Europe, Asia, Africa, New Guinea, and the eastern Pacific against the barbarians, and yet Britons in Hongkong and Canton allow the black wolves of Europe still to have their kennels on British territory? It is shameful! Thanking you for expressing the sentiments of a patriotic woman who has had her share of sorrow from this "cultured" war—I remain,

Mrs. MACKENZIE.

Wanchai, Hongkong.

[Our correspondent may be interested to know that this matter has engaged the attention of the Imperial Parliament, but there are legal difficulties in the way of removing the Germans from the Shamien, which is not a British possession.—Ed.]

ECHO OF DARING PIACY.

EXTRADITION PROCEEDINGS AT HONGKONG.

The case in which the Police are asking for the extradition of two Chinese who are alleged to have been connected with a daring piracy at Fu Tsai Mi in May, 1915, was continued at the Hongkong Police Court yesterday.

Mr. Grist appeared on behalf of the two prisoners, and said that at the eleventh hour he had been engaged for the defence and was instructed to say that a witness could be found who was in a position to establish the fact that the two prisoners were not members of the pirate gang.

The case was again adjourned.

IDEAL IN ANTIMONY.

PRINCIPLE INVOLVED IN HONGKONG SUMMARY COURT.

Antimony dealers appeared in the Hongkong Summary Court yesterday in a case in which the Po Wah Company, 150, Queen's Road Central, claimed from the Tak Hing Mining Company, care of Look Cheong Hing, 67, Jervois Street, the sum of \$213.31, being the amount alleged to have been overpaid by the plaintiffs to the defendants in respect of a contract dated May 2nd, 1915, or, in the alternative, the plaintiffs claimed for the return of \$213.31, being an amount alleged to have been wrongfully detained by the defendants.

Mr. Denny appeared for the plaintiffs, and Mr. Grist represented the Mining Company, who are dealers in antimony.

Mr. Denny said that both plaintiffs and defendants were dealers, among other things, in antimony, and very large transactions took place, all of which were cash transactions, and the goods in each case had to be cleared within a very short space of time. In connection with this case plaintiff paid over the purchase price for 100,000 cabbies of antimony. The contract was made on May 2nd, and delivery had to be made in two days, but full delivery had not been made. The whole cause of the dispute was that plaintiffs required a proportionate part of the purchase money to be returned to them, proportionate to the weight short, and the defendants wanted to give them delivery of the balance of the antimony. They (the plaintiffs) did not want the return of the goods; they wanted their money back. The monetary value was nothing at all, but an important business principle was at stake. It was the principle in the antimony market that if delivery was not made within the stated time two days, the money value of the goods undelivered was to be returned. Plaintiffs did not want that principle broken. If a dealer did not deliver all the goods in the stated time he would not go to the other man and say: "I will send the remainder along"; he had to pay.

Mr. Grist contended that on the endorsement of the writ the case should be dismissed. Plaintiff claimed \$213.31 "amount overpaid" or "wrongfully detained." Mr. Denny could not sue on such a writ. All he could do, according to Section 51 of the Sales of Goods Ordinance, was to sue for damages for breach of contract. That was his only remedy. Mr. Denny, he said, had misconceived the case, and he thus applied for it to be dismissed.

Mr. Denny said he was merely asking for the return of the purchase money for the goods which had not been delivered. A principle was involved and they wanted to settle it. The Ordinance only said they "may" do this or that.

Mr. Grist—"May" in an Ordinance always means must. You ought to know that.

His lordship decided to allow the case to proceed, and evidence was then called.

The hearing was adjourned.

TRADE-MARKS IN HONGKONG.

SHELL TRANSPORT COMPANY SUMMON LOCAL FIRMS.

At the Hongkong Magistracy yesterday, the Shell Transport Company summoned the Hongkong and Kowloon Wharf and Godown Company; Mr. Ho Pui-hung, of the Wong Kung Fat Shing Co., 39 Des Vaux Road West; and Leung Shiu-kong, proprietor of the Canadian Pacific Ocean Services, Ltd., for unlawfully having in their possession for sale or for other trade purposes goods on which was a trade-mark so nearly resembling that of the Shell Transport Company as was calculated to deceive.

Mr. A. M. Preston prosecuted on behalf of the Shell Transport Company, Mr. W. E. L. Shenton was for the Godown Company and Ho Pui-hung, and Mr. C. E. H. Beavis represented Leung Shiu-kong.

It was stated that on July 1st, the s.s. *Georgian* arrived in Hongkong, carrying 1,000 cases of kerosene oil in tins. It was found that the tins bore a mark very closely resembling the "Rising Sun" mark of the Shell Transport Company. This Company, at once took steps, in consequence of which the thousand cases were seized and stored by the Police in the Asiatic Petroleum Company's Godowns. A summons was taken out against the Hongkong and Kowloon Wharf and Godown Company, who were at the time of seizure in actual possession of the goods, and also against the other defendants as the persons who presented the bill of lading to the Godown Company.

Mr. Preston said he wished to withdraw the summons against the Godown Company, as they were only the holders of the oil at the time of seizure.

Mr. Shenton said the position of his other client was that he purchased the oil off Leung Shiu-kong, but delivery was not given. He understood that when the enquiries had been finished all the summonses would be withdrawn.

Mr. Preston said he thought it was likely that the summonses would be withdrawn.

Mr. Beavis asked for an adjournment of the case. He was communicating with the people in America from whom the oil came, and also with the shippers for his client was the consignee, and he thought that, as a consequence of those inquiries the summonses would not be heard.

Mr. Preston asked that the two remaining summonses be adjourned *sine die*.

His worship granted the application, on the understanding that the oil was not to be removed from the Godown until further instructions had been given.

INTIMATIONS

LANE, CRAWFORD & Co.



Happy. Get Up Happy.

Wear a Loose-Fitting B.V.D. (Trade Mark) Short Sleeve, Knee Length Sleeping Suit.

Made from thin, cool fabric that lets the air through. Cut on full, free lines that prevent tightness at any point. The comfort sleeping suit to be had. Not a penny more costly than night apparel of any other sort that you might purchase.

ALL SIZES IN MEN'S

B. V. D. SLEEPING SUITS

WHITE NAINSOOK \$3.00 PER SUIT.
COLOURED SOISETTE \$4.75 PER SUIT.

"AERTEX" CELLULAR UNDERWEAR

COAT CUT VESTS \$2.00 EACH.
KNEE LENGTH DRAWERS \$2.00 EACH.

"AERTEX" ventilates the body—lets out the heat and keeps the skin dry and cool.

MEN'S NAVY

SWIMMING and BATHING SUITS

\$2.00 AND \$3.00 PER SUIT.

LANE, CRAWFORD & CO.

"AMUSEMENT WITHOUT DISCOMFORT" SEE THE

PALISADE

OUT-OF-DOOR PICTURES

LOCATION NEAR POST OFFICE, KOWLOON.

TO-NIGHT'S BAND PROGRAMME!

The Musical Programme for the Opening Night of the Palisade Cinema in Kowloon, To-night, will be selected from the following Revues:

"TO-NIGHT'S THE NIGHT." "SHELL OUT."
"THE CINEMA STAR." "PUSH AND GO."

And other well-selected incidental music.

Performance will commence at 9.15 P.M. sharp.

BOOKING AT MOUTRIE'S.

RESERVED CHAIRS \$1.00; UNRESERVED CHAIRS 60 CTS.

Hongkong, 12th July, 1916.

[679]

BEER!



ASAHI!

SAPPORO



Obtainable EVERYWHERE

SOLE AGENTS:
MITSU RUSAN KAISHA
HONGKONG
ICE HOUSE STREET. TEL. 230-755.

JUST LANDED:

A SUPPLY OF



CALDBECK,

MACGREGOR & Co.

SOLE AGENTS.

15, QUEEN'S ROAD CENTRAL.

[15]

NEW ADVERTISEMENTS

HONGKONG AND SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an INTERIM DIVIDEND of £2.30 per Share, subject to deduction of Income-tax, has been declared for the HALF-YEAR ending 30th June, 1916, at rate of 2½ per Dollar.

The DIVIDEND will be Payable on and after MONDAY, the 14th August, 1916, at the Office of the Corporation, where Shareholders are requested to apply for Warrants. The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 31st July, to SATURDAY, 12th August, 1916 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, 11th July, 1916. [894]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of THREE and HALF DOLLARS per Share for the six months ending 30th June, 1916, will be Payable on WEDNESDAY, 26th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 19th, to WEDNESDAY, the 26th July (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 11th July, 1916. [895]

FOR SALE.

ONE 3/4 in. NEW TYPE TAPPET STEAM ROCK DRILL complete with Numerous Spares also ONE STEEL VERTICAL TUBE BOLLER with all Fittings, Working Pressure 40 lbs. per square inch, mounted on trolley. For full particulars apply—

GILMAN & Co. [896]

CLEARANCE SALE.

CHS. J. GAUPP & Co.
(In Liquidation).
Alexandra Buildings, Chater Road.

GOLD, Silver and Nickel Lever Watches of English, American and Swiss manufacture.

Gold and Gem Jewellery.
Surveying and Nautical Instruments.
Nautical Books,
etc., etc., etc.

40% discount off pre-war prices
for CASH ONLY.
LOWE, BINGHAM & MATTHEWS,
Liquidators.
Hongkong, 12th July, 1916. [897]

ORGAN RECITAL

ST. JOHN'S CATHEDRAL,
THURSDAY,
JULY 13th,
AT 9.15 P.M.
Vocalist:
Mr. FRANK AUSTIN.
Hongkong, 11th July, 1916. [891]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of TWO DOLLARS per Share for the six months ending 30th June, 1916, will be Payable on FRIDAY, 21st July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 14th July, to FRIDAY, the 21st July (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
General Agents for
THE WEST POINT BUILDING CO., LTD.
Hongkong, 7th July, 1916. [890]



REGISTRATION OF PERSONS ORDINANCE 1916.

ALL Persons not exempted who remain in the Colony for more than one week are required to register themselves at the Office of the CAPTAIN SUPERINTENDENT of Police.

(a) In the case of Residents in the Colony, before July 23rd, 1916.

(b) In the case of new arrivals, within one week of arrival.

The following are exempted—
(1) Members of His Majesty's Regular Naval and Military Forces.
(2) Civilians in the permanent employment of the Colonial Government or of the Naval and Military authorities.
(3) Members of the Hongkong Volunteer Corps, Hongkong Volunteer Reserve, Hongkong Police Force, or Special Police Reserve.

(4) Consular Officers of Foreign States.
(5) The wives and daughters of persons specified above in any of the 4 clauses.

(6) Persons of Chinese Race.
(7) Persons not exceeding 18 years of age.

Forms of registration, giving the particulars required may be obtained at the Enquiry Office G.P.O., Hongkong, The Branch Post Office at Kowloon and at all Police Stations.

The penalty for failing to comply with this Ordinance is a fine not exceeding \$50.
U. McLESTER,
Captain Superintendent of Police.
Hongkong, 23rd June, 1916. [894]

INTIMATIONS

WAR CHARITIES.

A MEETING of the GENERAL COMMITTEE of the WAR CHARITIES FUND will be held in the Concert Chamber, TO-MORROW (THURSDAY), July 13th, at 4.30 p.m., to consider the following Resolution—

"That the Executive Committee be authorised in their discretion, to make allocations of funds in hand beyond those reasonably required for the Hongkong Hospital for the Royal Flying Corps, Bryanston Square, London, among (for the present) the following objects—

Local Working Parties.
Y.M.C.A. Hut Fund.
Homes for Sailors Blinded in the War.

The Star and Garter Hospital.
Officers' Families Fund.
Red Cross.
Pipe and Tobacco and Cigarettes Fund.

with further authority to subscribe in their discretion a sum not exceeding \$200 to any other object not included in the above list, and any other business.

E. R. HALLIFAX,
Honorary Secretary,
War Charities Committee.
Hongkong, 10th July, 1916. [893]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

On FRIDAY, the 14th July, 1916, commencing at 2.30 P.M., at the TOTO KISEN KASHA's Godown (and afterwards at Messrs. H. SKOTT & Co.'s Godown), Kennedy Town,

SUNDRY SHIP'S GEAR
ex s.s. "CHIVO MARU,"

Comprising—
Steam Winches, Boat Davits, Brass Port Scuttles and Frames, Brass Saloon Window Frames and Windows, Electric Bells and Lamps, Copper Whistle and Siren, Brass Signal Gun, Engine-Room Telegraphs and Compasses, Electric Water-tight Shutter Box, Copper and Brass Steam Pipes, etc., etc.

One Searchlight.
N.B.—Further sales will be notified later. On View now.

Catalogue on application.
Terms:—Cash on delivery.
GEO. F. LAMBERT,
Auctioneer.
Hongkong, 10th July, 1916. [888]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

On TUESDAY, the 18th July, 1916, commencing at 2.30 P.M., at the TOTO KISEN KASHA's Godown (and afterwards at Messrs. H. SKOTT & Co.'s Godown), Kennedy Town,

SUNDRY SHIP'S GEAR AND FURNITURE,
ex s.s. "CHIVO MARU,"

Comprising—
Leather-Covered Armchairs, Revolving Saloon Chairs on Iron Frames, Wooden Folding Chairs, Nickel-plated Brass Bedsteads, Iron Bed Frames and Mattresses, Patent Folding Washstands, Oak Writing and Centre Tables, Mirrors, Coloured Glass Windows, Mattresses, Rugs and Carpets, etc., etc., etc.

On View now.
Catalogue on application.
Terms:—Cash on delivery.
GEO. F. LAMBERT,
Auctioneer.
Hongkong, 10th July, 1916. [889]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of July, 1916, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of QAO Lot of CROWN LAND at Mei Lun Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
General Agents for
THE WEST POINT BUILDING CO., LTD.
Hongkong, 7th July, 1916. [890]

By Order of the Board of Directors,
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Hongkong, 7th July, 1916. [890]

HOUSES TO LET

TO LET.

PREMISES at present occupied by CHS. J. GAUPP & Co., Alexandra Buildings, Chater Road.

Apply on premises or to—
LOWE, BINGHAM & MATTHEWS,
Liquidators. [703]

TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (In Ice House Street).
Apply to—
WILKINSON & GRIFFITH.
691

TO LET.

A TWO-STORY EUROPEAN HOUSE, at No. 19, Kennedy Road East; Consisting of Four Rooms with Bathrooms and Out-houses Complete.
Apply—
YOUNG HEE,
10, Des Voeux Road Central. [836]

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING.
For particulars etc., apply—
THE HONGKONG CENTRAL ESTATE, LTD. [885]

TO LET.

A HOUSE in Kowloon Terrace.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [37]

TO LET.

From 1st May.
OFFICES, 2nd Floor, St. George's Buildings.
Apply to—
SHEWAN, TOMES & Co. [518]

TO LET.

A HOUSE, in Observatory Villas, Kowloon.
Apply to—
ARRATON V. APCAR & Co.,
14, Des Voeux Road. [811]

TO LET.

"ROCKLANDS," No. 7, Robinson Road, from 1st August, 1916, or earlier.
Apply—
M. J. D. STEPHENS,
18, Bank Buildings. [800]

TO LET—FURNISHED.

"DESLEIGH," 5, Bowen Road, for 2 or 3 months from end of July.
Apply—
MOWBRAY S. NORTHCOTE,
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [803]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE CO., LTD. [823]

TO LET.

OFFICES in Prince's Building.
Apply to—
SHEWAN, TOMES & Co.,
Liquidators,
RAUTER, BROCKELMANN & Co. [572]

TO LET.

NO. 4, DES VOEUX ROAD CENTRAL, THE COMMODIOUS DWELLING HOUSE, with Office, Servants' Quarters, etc., No. 14, SHAMSHU, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.
Apply to—
DAVID SASSOON & Co., LTD. [414]

TO LET.

OFFICES at 1, Connaught Road, 21, WONG-NEI-CHONG ROAD, OFFICE in King's Buildings, HOUSE in CLIFTON GARDENS, CONDOR ROAD.
No. 1, HILLSIDE, THE PEAK.
No. 1, and 2, WEST END TERRACE, CANTON.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [32]

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.
No. 12, REAONSFIELD ARCADE, SHOP.
No. 3, BURNHOLLS STREET, WANCHAI, GODOWN.
"ROSENEATH," No. 4, Hankow Road, Kowloon.
No. 2, CAMERON VILLAS, 63, PEAK, CRAIGMILN, EAST, 180, THE PEAK, Unfurnished.
4-ROOMED FLAT to let at the PEAK, KELLET GREST, 65, PEAK.
No. 14, WANCHAI ROAD, Large and Spacious Godown.
"SHORCLIFFE," Garden Road, to let, Furnished, 6 Rooms.
"WOODBURY," No. 4, Hankow Road, Kowloon, from 1st May, 1916.
"GLENSHIEL," No. 141, Plantation Road, PEAK.
"HARTING," Austin Road, Kowloon.
No. 6, BELLIOS TERRACE.
No. 15, BELLIOS TERRACE, with 2nd and 3rd Floors.
TWO GODOWNS, in Duddell Street.
No. 4, DES VOEUX VILLAS, 41, PEAK, Unfurnished.
No. 6, THE PEAK (CAMERON VILLAS).
Apply to—
LIEBSTRAD & DAVID,
2nd Floor, Alexandra Buildings. [35]

INTIMATION

JUST ARRIVED

PER S.S. MISHIMA MARU.

SIR ROBERT BURNETT'S

GIN

OLD TOM

AND

DRY.

A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS,
TELEPHONE 618. [13]

MARRIAGES.

LYNDON—FERGUSON.—At St. Andrew's Church, Shanghai, by the Very Rev. Dean A. J. Walker, on July 6th, NIKIS FERGUSON CARRUTHERS, eldest son of Mr. and Mrs. C. P. FERGUSON, of the Chinese Maritime Customs, to ANNE MARION, eldest daughter of Mr. and Mrs. JAMES FERGUSON, of the Chinese Maritime Customs.

WOLCOTT—OHLER.—At St. John's Cathedral, Shanghai, on July 6th, by Bishop Graves, ROYAL D. WOLCOTT, of Soochow, to SIBBY L. OHLER, of St. Mary's Hall, Jessfield.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 12th JULY, 1916.

THE IRISH SETTLEMENT.

The main proposals of the Irish settlement, which Mr. LLOYD GEORGE has negotiated, were stated in the House of Commons by the Premier on Monday. To understand their significance it is necessary to look back to the position in which the Home Rule question was left a couple of years ago. The real point at issue then was the position of the Unionists in Ireland, and especially of those in Ulster, under the Government's scheme. To the minority in the South and West a measure of representation was offered out of proportion to their voting strength, and special provisions were made for the protection and preservation of religious equality. As a further safeguard, a veto on all legislation passed by the Irish Parliament was vested in the Lord Lieutenant, advised by an Irish Executive whose area of authority would be co-extensive with the legislative power of the Parliament. Owing to the determined opposition of Ulster, the Government, precluded by the terms of the Parliament Act from making any change in the original Bill without starting *de novo*, promised an amending Bill enabling any county in that Province to contract out of the Home Rule Scheme for six years, if, on a poll of the Parliamentary electors in that county, a bare majority voted in favour of exclusion. For this purpose the cities of Belfast and Londonderry were to be regarded as counties. At the expiration of six years, however, the

excluded counties were to come automatically under the Irish Parliament unless otherwise determined in the meantime by the Imperial Parliament. Mr. RAMMOND declared that in his opinion the Government had gone to the extreme limits of concession, but if the proposals were frankly accepted by the Unionists as a basis of agreement and peace the Nationalists would accept them in the same spirit. Mr. W. O'BRIEN, however, objected to Ireland being reduced to "a thing of shreds and patches." Sir EDWARD CARSON denounced the proposals as a sentence of death with a stay of execution for six years, and, in behalf of Ulster, demanded that the time-limit should be removed. It was further objected that, while a plebiscite of the whole of Ulster would almost certainly result in a decision to remain outside the Home Rule scheme, a vote taken on the lines suggested would with equal certainty result in only part of Ulster electing to remain outside. Antrim, Londonderry, Armagh and Down would vote overwhelmingly for exclusion; Donegal, Cavan and Monaghan, on the other hand, would be in favour of inclusion, while in Tyrone and Fermanagh, where, roughly speaking, there are 138,736 Protestants opposed to 113,755 Catholics, the result of a vote would be indeterminate. That was the position when war broke out, and, by general consent, all domestic differences were thrust into the background in order that the undivided attention of the nation might be concentrated upon the great struggle. That remained the position until a few days ago, with this difference, that the Home Rule Bill was placed on the Statute Book in September of 1914 on the condition that it should not come into force until peace was restored. The recent rising of the Sinn Fein party, however, has made it desirable that, in the present crisis the Imperial Government should be freed without further delay from the burden of governing Ireland. In recognition of this fact both Unionists and Nationalists have evinced a praiseworthy readiness to make concessions, and if the compromise does not meet with unqualified approval in any quarter it is, perhaps, the best evidence of its fairness. A Parliament is to be established at Dublin, but the six Ulster counties in which the Unionists have a majority are to remain under the Imperial Parliament for an unspecified period, and the Government promise to give careful and sympathetic consideration to any representations which may be made to them by the Unionists in the South and West of Ireland. The present representatives of Ireland in the House of Commons will form the first Irish Parliament, and the Nationalist members, in common with the Unionists, will retain their seats at Westminster. The Appeal Court in Dublin will be appointed by the Imperial Government, and the Imperial representatives will be responsible for administering the Defence of the Realm Act and other emergency legislation. This settlement is, of course, merely temporary, and at the conclusion of the war it will come up for revision and be placed on the same footing as other Imperial problems which are to be dealt with by an Imperial Conference. The experience gained in the meantime will be invaluable, and it would not be surprising if many of the fears which are entertained by both parties should be shown in practice to be without justification. Both sides hold hostages, as it were, for even in Londonderry, Antrim, Belfast and Down, which are predominantly Protestant, the Catholics number well over 250,000, while in the remaining counties of Ulster they total over 425,000.

It has been decided to start a Police Reserve Club, and suitable premises having been secured in Ice-House Street, the Club will be opened at the end of the month.

A Chinaman has reported to the Police that he has been robbed of \$305 in notes and subsidiary coinage. The alleged theft took place in the Fuk Lee boarding-house, Connaught Road Central.

Mr. Dixon, formerly of the firm of Wilkinson & Grist, and who left the Colony for home a few months ago, has joined the Officers' Training Corps, and expects to proceed to one of the war areas in the very near future.

The Hongkong Land Investment and Agency Co., Ltd., have declared an interim dividend of 2½ dollars per share for the six months ending June 30th. The transfer books of the Company will be closed from Wednesday, July 10th, to Wednesday, July 26th (both days inclusive).

Members of the Police Reserve Ambulance Corps rendered first aid to a Chinese boy who fell from a tram-car in Des Voeux Road Central. The boy, who sustained severe injuries to the head, was taken to the Government Civil Hospital after he had been attended to.

An interim dividend of £2 3s. per share, subject to deduction of Income-tax, has been declared by the Hongkong and Shanghai Banking Corporation for the half-year ending on June 30th last, at the rate of 2s. 1½d. per dollar. It will be payable on and after August 14th.

Mr. J. W. Hill, of Messrs. Bradley & Co., leaves Hongkong to-day with the intention of proceeding to the front. Mr. Hill is very well known in the Colony. He is a keen golfer, and during the absence of Mr. Cumming on leave he acted as Secretary to the Royal Hongkong Golf Club. Mr. Hill has three brothers serving with the forces, one of whom has been badly wounded. The good wishes of many friends will go with Mr. Hill in his new sphere of activities.

J. C. Barnard, a chauffeur employed at the Exile Garage, was fined \$5 at the Hongkong Police Court yesterday for not having the number plate of a car sufficiently illuminated, when in Queen's Road East. A Police Reservist prosecuted. Another chauffeur from the same garage was charged with not sounding his horn while negotiating a corner, but this case was adjourned to allow the chauffeur to call the occupant of the car at the time of the alleged offence.

MAGAO NOTES.
[FROM OUR OWN CORRESPONDENT.]
Macao, July 10th.
It is rumoured that the Santa Casa de Misericordia is going to cut down its charitable doles. We hope the rumour is untrue, for especially at this time, when the prices charged for all the necessities of life are so much higher than formerly, there are many in our midst who are in need of a little financial assistance.

The Chinese at Lappa have formed a committee to look after Chinese interests in that island.

EXPORTING CASH TO JAPAN.
HONGKONG FIRM FINED.
The case in which Wong Wei Pak and Wong Yun Tong, of the Chung Tak Ling firm, of Bonham Strand, were charged with illegally exporting Chinese cash to the value of \$4,500 to Japan, was concluded at the Hongkong Police Court yesterday, when a fine of \$100 was imposed, and the cash was ordered to be confiscated.

HONGKONG TRAMWAY CO., LTD.
The approximate statement of traffic receipts for the week ending 8th July is as follows:—

Receipts for week. Aggregate receipts for 27 weeks.

This Year.....\$16,124 8370,767

Last Year.....10,430 2,7,589

Increase.....4,94 83,177

THE WAR.

QUIET DAY FOR ALLIES.

SIX GERMAN ATTACKS TO REGAIN WOOD.

GERMAN SUBMARINE VOYAGES TO U.S.A.

CARRIED MAILS AND A VALUABLE CARGO.

THE IRISH SETTLEMENT.

SPEECH BY THE PREMIER.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BRITISH OFFENSIVE. SEVERE FIGHTING ON FRONT.

London, July 10th.

General Sir Douglas Haig reports particularly severe fighting in Trone's Wood, the southern end of which we captured on the 8th inst., since when we have driven back several German counter-attacks in mass with heavy enemy losses. Trone's Wood, which is two miles east of Monte Auban, is triangular in shape, and is 400 yards from north to south, with a southern base of 3,400 yards. The Germans had strongly defended it with trenches and wire entanglements, but after a heavy bombardment we captured the southern end, subsequently extending our positions northward, driving back a determined counter-attack with heavy enemy losses.

GERMANS COUNTER-ATTACK IN MASS.

LATER.

General Sir Douglas Haig reports:—The enemy yesterday made two counter-attacks in mass, which our artillery fire crushed.

The enemy last evening bombarded Trone's Wood with every kind of armament, and then hurled two more strong attacks from the east and south-east. The first was completely repulsed, while the second penetrated the southern end, but the enemy were immediately ejected with heavy losses.

A fifth desperate attempt to drive us out was also completely crushed by our fire. The enemy's casualties were severe.

GERMANS SUCCEED AT SIXTH ATTEMPT.

London, July 11th.

General Sir Douglas Haig, in a report, states:—In the afternoon, after the sixth desperate attack, the Germans succeeded in entering Trone's Wood at the expense of the heaviest casualties.

The fighting for the wood continues. Further west we gained a lodgement in the Mametz Wood, where the enemy's defenses so far had resisted our efforts.

We also gained ground east of Ovillers and La Boisselle.

CAPTURE GUNS AND PRISONERS.

We progressed at other places on the battle front and captured, north-west of Contalmaison, three more guns and hundreds of prisoners.

The enemy's artillery was active on the Flanders front, especially at Hooge.

AERIAL WARFARE.

London, July 11th.

Our aviators yesterday carried out several successful bombing attacks against various detaining centres, ammunition depots, and aerodromes.

Numerous aerial combats occurred, in which several enemy machines were driven down in a damaged condition.

FRENCH AIR-SQUADRON BOMBS STATIONS.

Paris, July 11th.

There has been great aerial activity in the Somme region. French aeroplanes attacked numerous German machines, four of which were brought down in the enemy lines.

A French squadron bombed the stations of Ham and Polancourt.

[THROUGH REUTER'S AGENCY.]

MORE FRENCH SUCCESSES. FURTHER CAPTURES.

Paris, July 10th.

A communiqué says:—We captured a line of trenches between Barleux and La Maisonnette, and 950 more unwounded prisoners.

The night was calm north of the Somme.

We captured and organised five hundred metres of trenches west of Butte de Mesnil.

The bombardment at Chantancourt Fleury and La Lufée continues.

VERDUN.

Paris, July 11th.

There was a violent enemy bombardment north of Verdun, to which the regions of Froi de Terre, Fleury and Fumin Wood vigorously replied.

IMPORTANCE OF BIACHE.

London, July 10th.

The capture of Biache is most important, as it brings the French within a mile of Peronne, which is the vital point in the German communications from north to south by the great trunk road and railways which hitherto have enabled them to hurry reinforcements to any threatened part of the line.

BRITAIN'S AIR SUPERIORITY

GERMAN AIRMEN DEMORALISED.

London, July 10th.

A tribute to the work of the Flying Corps in the battle of the Somme is paid by Reuter's correspondent at Headquarters. He says:—The mastery of the air was never so completely ours. The

enemy airmen have been somewhat demoralised by recent disasters, and our have harassed the Germans to such an extent that the latter are unable to discover where the present offensive is likely to develop. The Fokkers were quite out-classed. The position is such that the Flying Corps is now virtually unmolested during reconnaissances, except from anti-aircraft guns.

EAST SURREYS' FOOTBALL CHARGE.

London, July 11th.

Reuter's correspondent in France describes the experiences of a battalion of the East Surreys, one of the battalions selected to start the attack on the 1st inst. Each platoon had been supplied with a football, and when the commanders kicked off the officers and men dropped rapidly, but the dribbling was continued. Two balls were actually kicked into the German trenches. When the bayonets got to work the balls were recovered. They are to be preserved as trophies at the depot. One footballer slew seventeen Germans, another handed his rifle to a comrade and polished off a Boche with his fists. He explained that "the bloke was too old to shoot and too thin to bayonet." The Surreys captured a machine-gun, which was promptly turned upon the Germans, devastating an ammunition column.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FRANTIC EFFORTS OF ENEMY TO CROSS STOKHOD.

Petrograd, July 11th.

A communiqué announces continued Russian progress on the Stokhod, despite the frantic efforts of the enemy to regain a footing on the left bank of the river.

A battle is raging at Svidniki. The enemy took the offensive south-west of Lake Sventen, but were driven back to their trenches.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ENEMY ATTACKS DRIVEN BACK.

Rome, July 10th.

An official communiqué states:—There have been heavy enemy attacks north-west of Gorizia. They were driven back with heavy loss.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

GERMAN MERCHANT SUBMARINE.

TAKES CARGO AND MAILS ACROSS ATLANTIC.

London, July 10th.

A German submarine has arrived at Baltimore with a valuable cargo of dyestuffs.

Twenty miles off the coast she was chased by British and French cruisers, which delayed her arrival four days.

1,000 TONS OF CARGO.

Reuter's correspondent at New York states that the submarine *Deutschland* left a German port on June 23rd in command of Captain Karig. She carried a crew of twenty-nine and had a cargo of 1,000 tons as well as a quantity of mail matter. She brought a message to President Wilson from the Kaiser.

The *Deutschland*'s cargo was consigned to Messrs. Schumacher & Co., of Baltimore, agents for the North German Lloyd Co.

The manager asserts that the vessel is an unarmed merchantman submarine, while an officer denied that the vessel was chased by warships, and said he saw no British or French ships.

COMPLICATIONS LIKELY TO ARISE.

LATER.

The *Deutschland* is a vessel of 1,000 tons, is 300 feet long by 40 feet beam, and has a speed of 14 knots on the surface. She travelled 1,800 miles while submerged, and was met off Norfolk Harbour by a tug.

An interesting legal position is raised as to the submarine's status.

Reuter's correspondent at Washington says Government circles are disposed to consider her a commercial vessel, and not a warship, but it is recognised that complicated points are likely to arise.

BRITISH ADMIRALTY OFFICIAL'S VIEW.

London, July 10th.

An Admiralty official, in an interview concerning the *Deutschland*, pointed out that the feat was nothing new, since ten British submarines built in Canada crossed the Atlantic last summer. It is known that the *Deutschland* is merely an ordinary submarine with her fighting equipment removed. The idea of submarine traders is ridiculous. The fact that Germany has to crawl under the sea is the finest demonstration of the efficiency of the blockade.

CAPTAIN DENIES CARRYING MESSAGE FROM KAISER.

New York, July 11th.

The Captain of the *Deutschland* denies that he had a message to President Wilson from the Kaiser.

AIR RAIDS ON ENGLAND

NO CASUALTIES AND NO DAMAGE.

London, July 10th.

There were no casualties and no damage in yesterday's aerial raids on England.

GENERAL.

[THROUGH REUTER'S AGENCY.]

THE IRISH QUESTION. PROVISIONS OF THE AGREEMENT.

London, July 10th.

In the House of Commons, Mr. Asquith said the main provisions of the Irish agreement were the exclusion of the six Ulster Counties from the Irish Parliament, which will be composed of the present Irish members of the House of Commons, while an Appeal Court in Dublin will be appointed by the Imperial Executive.

Mr. Asquith added that the Government had not yet received any specific proposal from the Unionists in South and West Ireland, but said that any such proposals would receive careful and sympathetic consideration. He emphasised the meagre features of the settlement, which he said, no-one would have voluntarily chosen had not the war compelled them to do so.

The Premier admitted that there had been some misunderstanding in the Cabinet regarding the precise point at which the Cabinet should review the negotiations, and announced that the Imperial Government's representatives would be responsible for the administration of the Defence of the Realm Act and other emergency legislation. The time-limit would be struck out of the Home Rule Act, and the Bill would contain provisions regarding the future of the excluded counties. Nationalist M.P.s would continue to vote in the House of Commons after the Dublin Parliament had been established.

The new Bill will provide for Imperial control of the Navy and Army and all matters arising out of the war. The agreement provided that the Bill remain in force during the war and a year thereafter. If the Government had not then made permanent provisions for the Government of Ireland, the period would be extended to enable such provision to be made. The Bill will probably be introduced next week. Mr. Asquith emphasised that the Union of Ireland could only be brought about by the free assent of the excluded area. He appealed to the House to seize the opportunity, which might not again occur, to arrive at an agreement which will lead to a lasting settlement.

BRITISH PRISONERS IN GERMANY.

GERMANY DENIES ILL-TREATMENT.

London, July 10th.

In the House of Commons, Lord Robert Cecil stated that the German Note denied that the British prisoners in the Ruhleben Camp were insufficiently fed, and rejected the proposal for an exchange of prisoners. Germany made a further proposal, and the Imperial Government was considering a reply.

Meanwhile, the Government was enquiring into the conditions at Ruhleben.

DECLARATION OF LONDON.

WITHDRAWN BY BRITAIN AND FRANCE.

London, July 10th.

Britain and France have officially withdrawn the Declaration of London.

A British Order-in-Council provides for the application of the principle of continuous voyage, and makes a neutral vessel which conveys contraband to an enemy port or vessel, more than half the cargo of which is contraband, liable to capture and condemnation.

AN IMPERIAL COUNCIL.

London, July 10th.

In the House of Commons, Mr. Bonar Law said the Imperial and Dominion Governments were seriously considering the question of an Imperial Council, but a statement on the subject was at present impossible.

GREAT BRITAIN AND HOLLAND.

Amsterdam, July 11th.

Great Britain is negotiating with the Dutch Overseas Trust for the restriction of the export of textiles.

[THROUGH REUTER'S AGENCY.]

HOW GENERAL PROWSE DIED. "KEEP UP THE NAME OF THE STONEWALL BRIGADE."

London, July 11th.

Narratives of the wounded state:—General Prowse was cheering us on when a big shell dropped nearby. General Prowse fell, and several soldiers rushed to his assistance. Although dying, the General cheered on the men, his last words being, "Keep up the name of the Stonewall Brigade."

WORK OF THE NAVY. 200 BRITISH MERCHANTMEN RELEASED.

London, July 10th.

It is stated that nearly two hundred British merchantmen, which have been idle at Kronstadt and other ports since the beginning of the war, have escaped from the Baltic since the battle of Jutland.

THE IMPERIAL CONFERENCE.

London, July 10th.

In the House of Commons, Mr. Bonar Law said the Imperial Conference would be held as soon as it seemed desirable to the Imperial and Dominion Governments.

THE PARIS CONFERENCE.

Washington, July 11th.

Mr. Stone, the president of the Foreign Relations Committee, in the Senate, referring to the resolutions of the Paris Conference, declared that unless America was considered by the European nations in any industrial alliance it would be necessary to adopt a definite defensive policy.

EAST AFRICAN CAMPAIGN. CAPTURE OF TANGO.

London, July 10th.

General Smuts, in a message, reports that Tango was occupied on the 7th inst. The enemy, after slight resistance, evacuated the town after destroying the waterworks.

TRIBUTE TO INDIAN TROOPS.

Johannesburg, July 10th.

The Bishop of Pretoria, writing on a two months' visit to the troops in German East Africa, eulogises the work of the Indian Railway Corps in constructing a railway towards Moshi. He says:—"Goodness knows how we should have fared without it." He also pays a high tribute to the Indian troops.

APPOINTMENT TO WAR COMMITTEE.

London, July 11th.

The Hon. Edwin Montagu has been appointed a permanent member of the War Committee.

SITUATION IN PERSIA.

London, July 11th.

In the House of Commons, Lord Robert Cecil said the military situation in the south-west of Persia prevented at present any further development of the Mohammerah-Khoramabad railway scheme. When the local situation is improved further steps will be taken, after consultation with the Raj.

TEA ASSOCIATIONS. AND EXCESS PROFITS DUTY.

London, July 11th.

Presiding at the annual meeting of the Indian Tea Association in London, Mr. James Warren announced that, acting in conjunction with the Ceylon Association in negotiations with the Imperial Government regarding the excess profits duty, they had urged that the industry be entitled to an increase of the statutory percentage owing to the long period they had to wait before profits could be made and the many risks of tropical agriculture. It was argued that the individual companies should be allowed to apply to the special Relief Board of Reference, the Board using its discretion when extraordinary circumstances were shown.

Mr. James Steel was elected chairman, and Mr. G. Kingsley vice-chairman.

The new Palisade open-air cinema theatre opens this evening at 8.15. The incidental music provided by a band includes selections from the latest London reviews, and the management have arranged for the production of several high-class films which may be witnessed under the most comfortable conditions. The site is near the Kowloon Post Office, and the enterprising proprietors are deserving of the patronage of Kowloon residents and visitors from across the harbour. For prices of admission, see advertisement.

THE CHAOS IN CHINA.

POLITICAL ATTITUDE OF THE CHINESE SOUTHERNERS.

[BY AN OUTPOST CORRESPONDENT.]

An important section of foreign opinion in China, as expressed in some of the English newspapers, is, we think, unduly severe on what they would like to call the "cussedness" of those large and influential sections of the Chinese who refuse to seize the present opportunity for closing all ranks in the interests of political peace. "Just now is the favourable time," they say, "putting off is hazardous." It sounds like pleading for peace at any price. No one doubts the relevancy of the Master's words, "If it be possible live at peace, etc." But these words plainly concede that a peace at any price is not commendable, is not justifiable, nor to be desired. The Chinese mind is at present, and has been for some years, in a state of transition, and in this stage of transition certain idealistic principles control their minds. Amongst those principles are freedom and liberty—the offspring of a true democracy. The meaning which they attach to "freedom" is not wild or reckless; it is submission to clearly defined political jurisdiction. But to submit passively to present political opinion at Peking would be a sheer case of bartering the freedom they sought and won in the constituting and establishing of the Republican Government at the close of the Revolution. Now that is practically what some notable pressmen are arguing upon them to do, and we consider their propaganda unwise, as well as short-sighted. They are asked to give up their political rights for the promise of commercial prosperity. That is, we think, clearly indicative of a total misconception of the political thought which is agitating Chinese minds at present. A wave of idealism has flooded their thought. Like other peoples, the Chinese are fond of gold, but there are other matters dearer to them than lucre, and among them are political freedom and liberty. These they are not prepared to part with or sell for a promise of commercial prosperity. Is not that what some enterprising writers are endeavouring to urge them to do? When we view their position from their own standpoint we do not think that these States which recently pledged themselves to independence are altogether unjustified in the conditions they lay down as the price of loyalty to the Peking Government.

There may be one exception; that is, to commit to condign punishment the ringleaders of the recent monarchical movement. I am not sure that they may not be found willing to concede some mitigation of that condition. But even that drastic demand does not put them out of court, because they are only reiterating, though perhaps in more determined accents, the sentiments attributed to the distinguished President recently deceased. More than once during his tenure of office he denounced the idea of reconstituting a monarchical system of Government, thus supporting his oath on his election as President. It was he, and not they, they maintain, who broke faith. It was by his oath that the hands of the revolutionists of mid-Southern China were stayed. The liberties secured then, on paper at least, they still cling to these with grim determination. We think that we do not overstate the case when we say that the great majority of the more enlightened Chinese hold strongly by this position. They will go to any length to defend it. They stand by the original findings of the Republican party. Now that these have been threatened and are not yet clearly re-affirmed by the newly-elected President, they refuse to recede from their attitude of political opposition. They are of the opinion that they thus serve China best, and they will not with undue haste forfeit them. These men may be right or may be wrong in their action, but they are at least logical. They are by no means satisfied that republicanism has failed; it has never had much of a chance.

The writer has reason to believe that there exists a strong bond of sympathy between the Southern Chinese and the recently-elected President, and that they are prepared to go a long way in support of him. But there has come to light recently an ever-deepening suspicion that the President is not his own master; that he is dominated by a "clique" of the former President's henchmen, who are determined that he shall uphold and advocate the political views of his predecessors. If that is the case, how can it be expected of these people that they should offer their loyal and hearty submission to a Government that thwarts their political aspirations? The first Republican constitution must be publicly announced before peace can be brought about. A great show of military strength issuing from the North might possibly compel the Southerners to submit to the Government. But, after all, it would be paper loyalty. They would not be bound and they would not remain quiescent for long. We dare to hope that the new President, who is credited with much acumen and commonsense, will seize his golden opportunity and give a clear statement of his political creed or state under what form of government he desires to govern China, even if it be necessary to delay its introduction for a time. Are these self-constituted independent States justified in making this claim? We like to see the various political groups of new China working out their own problems, evolution and situation. Peace and order will only come from within, and blood and feeling between Chinese and foreigners.

Y.M.C.A.

"In deference to the Military Authorities this illustration does not represent the exact position of the Y.M.C.A. Buildings."

FRANCE

This Line is the Bulwark of England

IT is protecting your home. What will you do for the men in the trenches who, at the peril of their lives, are fighting your battles? Already some scores of Y.M.C.A. buildings are making life happier for our men. But thousands of others of our brave troops are "doing without." Shall they continue to "do without" while you can help?

Will you give a new building to-day, or maintain one for a short period?

A Y.M.C.A. Divisional Secretary in France writes:—"We are making the conditions far more comfortable for the men who would have had to spend many hours weary waiting out in the cold and wet had we not been here. Our room was packed to overflowing with men straight out of the trenches covered with mud, as only men in the trenches can be covered. By the time they had reached here many of them had tramped several miles and were quite exhausted. To find somewhere in which hot drinks and food could be procured in the middle of the night was a haven gladly welcomed; it is surprising where men can sleep when exhausted such as we see them."

£125
will maintain ONE new building serving a camp of about 1,000 soldiers for the first THREE MONTHS.

£250
will buy a complete canvas equipment. At least 100 are immediately required for the Spring and Summer camps at home and abroad.

£450-600
will furnish and equip a new Y.M.C.A. hut in Britain or France according to order.

To those who cannot maintain a Complete Building.

For every one who can maintain a complete building there are ten who cannot. Those who will not own it is a privilege to help in smaller way. Any subscription, however small, will be of value in this trying national work, and will be gratefully acknowledged.

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10A, Des Vaux Road,
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A Pamphlet on Infant Feeding and Management Free.

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At times of crisis it must be Bovril

BRITISH TO THE BACKBONE

NO APPETITE THIS WEATHER?

Then you need the aid of

PINKETTES

the little, laxative, which accelerates digestion, gently stimulates the liver, dispels constipation, biliousness, sick headaches.

Of all chemists, 60 cents the phial, or post free from Dr. Williams' Medicine Co., 38, Seetoon Road, Shanghai.

THE NAVY LEAGUE AND THE NORTH SEA FIGHT.

TEACHING THE RISING GENERATION ITS DEBT TO THE NAVY.

The Hon. Secretary of the Hongkong Branch of the Navy League sends us the following communications which he has received from the parent society at Home, and we have great pleasure in giving publicity to them:—

The Navy League having considered all the available information relating to the North Sea battle, states in unqualified terms that the final result of the engagement is an undoubted victory for the British Fleet which sustains the command of the sea by the British Navy. The Navy League tenders to Admiral Sir John Jellicoe and the officers and men of the Fleet its warmest congratulations on the result of the action and expresses its deep admiration of the unsurpassed courage, skill, and sacrifice of all the officers and men of His Majesty's fighting ships who took part in the engagement, which have raised the standard of the whole Fleet to the highest level of the Nelson tradition. The League at the same time offers its respectful tribute of sympathy to the families of those gallant sailors who in this great sea battle have laid down their lives in the service of their King and Country and for the freedom of the world.

The Navy League repudiates the pessimistic tone adopted by certain organs of the Press in estimating the value of the battle from the point of view of the war as a whole. The Navy League knows that this collision between the sea power of Great Britain and Germany has resulted to the advantage of Great Britain and not to the advantage of Germany. The Navy League knows also that Admiral Beatty has discharged his trust in his command of the Battle Cruiser Squadron with conspicuous qualities of leadership. There can be no doubt that the losses inflicted upon the enemy are not merely relatively greater than those suffered by the British Fleet, and our Sea Power therefore stands in relation to the enemy at a higher level of fighting strength than it did before the recent engagement. The Navy League is confident that the citizens of the Empire will regard the North Sea action, which ended on Ascension Day, as proof of the capacity of the Fleet to maintain command of the Sea, and that both with our Allies and with the people of our Dominions the conviction that British Sea Power is the determinant factor in the war will be stronger than hitherto.

The Navy League regrets the delay of the Admiralty in making known to the public the splendid achievement of the Battle Cruiser Squadron and its supporting warships during the action, thus giving the enemy the start with neutral powers; and it regards as deplorable this His Majesty's Ministers, with the facts of this great action in their possession, should have allowed Parliament to adjourn for the recess on Thursday without making the fullest statement possible on this historic event—the greatest event since Trafalgar—and paying an appropriate tribute to the Fleet on its momentous victory.

THE TEACHING OF NAVAL HISTORY.

DEAR SIR,—I am directed by the Executive Committee of the Navy League to forward for the consideration of your Committee the enclosed communication which has been addressed by the League to the secretaries of all Educational Committees in England. The replies received in most cases have been favourable and I am glad to inform you that it is now probable that the systematic teaching of the use of sea power and of Naval History will be taken up in secondary and primary schools in this country.

On the 29th ult. an important deputation, representing the League, was received by the President of the Board of Education, the Right Hon. Arthur Henderson, M.P., and submitted to him the arguments of the League in support of the proposals outlined in the attached letter. Mr. Henderson was very sympathetic and expressed his warm approval of the objects and aims of the League. After pointing to the difficulties of making sudden changes in the existing curricula of schools, Mr. Henderson stated that the Board would carefully consider the practical scheme outlined by the deputation and would do all in their power to give practical effect to the demands of the League.

It may, perhaps, be possible for your Committee to bring this important subject before the educational authorities in your own dominion and thus extend more intimate knowledge of the vital dependence of our Empire upon its sea power than at present obtains.

I shall be glad to be informed whether your Committee can take any action in this matter.—Yours very truly,

P. J. HANMON
(General Secretary.)

[COPY.]

The Teaching of Subjects relating to British Sea Power and Naval History in Secondary and Elementary Schools.

SIR,—I am directed by the Executive Committee of the Navy League to request that you may be so kind as to submit for the consideration of your Education Committee the following Resolution, which was unanimously adopted at a Special Meeting which took place at this office on the 22nd instant:—

"The Executive Committee of the Navy League respectfully urge upon the Education Authorities in the United Kingdom and the Colonies of Great Britain that the teaching of the general principles relating to the use of British Sea Power and of the main outlines

(Continued on next Column.)

THE CHINESE IN EAST LONDON.

Some unrest is being experienced in East London at the increasing population of Chinese. Quite recently there have been unpleasant incidents involving window-breaking and assaults upon the Celestials. A public meeting of protest by the inhabitants of the district was held at Piggott-street, East India Dock-road, when the Mayor of Poplar presided. In this connection the *L. and C. Express* quotes from a writer in the *Globe*, who says:—

"The fact that is at the bottom of all the unrest in the East India Dock district and Poplar is that the Chinaman is taking the Englishman's jobs to a greater extent than before. Many of them are coming to 'London town,' and the consequence is they are overloading from Pimlico and the 'Elysian fields' or Lincolns Causeway into breezy Poplar, and Poplar resents it. It is difficult to get at facts, but there is undoubtedly a strong feeling in Poplar against the unrestricted arrival here of Chinese. Some come to ship again, some come to stay, and one class is the corollary of the other. The numbers to be seen about at any hour of the day is noticeable. They are well-dressed, for the most part, and if you ask a local man how it is they can dress like that and walk about when other men are at work he will reply, 'Oh! They can live on tuppence a day.' He will add something about gambling and so on."

Shipowners have had to ship Chinamen instead of Britishers to make up their crews. It is not all the shipowners' fault, yet it is not absolutely due to a decrease in the supply of labour. Of course the Chinaman is cheaper and does for £4 or £4 10s a month what the Britisher demands £8 for doing.

A rather dangerous spirit of animosity against the immigrants appears to be increasing in the district. It may develop into a very nasty outbreak against the Chinese unless it is handled with tact. The complaint of working-men and the Sailors' and Firemen's Union officials, who organised a public meeting of protest against "the Yellow Peril" in our streets, in our homes, in our cities, and aboard our ships," is that property owners should let the Chinese their houses. But the basis of the unrest is the shipping of Chinese instead of British hands. "Cheap labour and high freights," say the men, "that's what it is, and while they are making money we are out on the stones." This is rather an exaggeration, as perhaps the British "hand" is not always there when he is wanted, unobedient when he is there. But there is truth in it, and that truth galls the workers in Poplar.

of British Naval History should be recognised as an essential branch of 'National Education in Secondary and Primary Schools; that suitable readers on these subjects approved by the Board of Education, and subject to the technical approval of the Admiralty, should be adopted for general use in all such schools; that in the new editions of all readers now in use for the respective standards, simple lessons should be embodied explanatory of the use of Sea Power and the functions of the Navy."

The Navy League feels that it is profoundly important that the rising generation should have the clearest understanding of their entire dependence for the enjoyment of their liberties, the maintenance of their industrial activities, and the unity and strength of their Empire upon the Power and efficiency of the British Fleet. It is held that every British child should realise from its earliest years that the beneficent influence which British civilisation and the British ideal of democratic freedom have exercised throughout the world have been the direct consequences of the use of British supremacy upon the Sea.

The Navy League is convinced that this appeal to the patriotism and public spirit of the Education Committee and the Headmasters and teaching staffs of all schools will meet with a sympathetic and practical response.

Since the beginning of the war the Navy has been the dominant factor in the ultimate determination of the victory of the Allies. Our shores have been free from invasion; our food supply and the raw materials of our industries have been secure; our vast armies have been carried safely from the ends of the earth to the various theatres of war; the commerce of the enemy has been swept from the ocean—all because the British Fleet was in possession of the command of the Sea. This lesson of sea power cannot be too earnestly impressed upon the children of to-day, who will be the citizens of to-morrow.

The Navy League gratefully acknowledges the splendid co-operation of the teaching community of the nation in bringing the work of the Navy before their children on Trafalgar Day, 1915.

The fact that 27,400 schools devoted a part of that day to a discourse upon the Navy is an abounding evidence of the enthusiastic interest which British teachers take in the Fleet. The supreme importance of sea power deserves, however, much more than casual reference, and it is earnestly hoped that a subject so vitally concerned with all that Britons hold dear will achieve its distinctive place in the educational life of the nation.

The Navy League will be prepared to assist teachers in the preparation of textbooks and the drafting of simple readings and short lectures on naval subjects, and suggestions which may be sent in by Committees or by individual teachers will receive immediate consideration.—I am, Sir, Your obedient servant,

ROBERT YERSBURGH
(President of the Navy League).

MR. LLOYD GEORGE'S TRIBUTE TO FRANCE.

THE VERDUN BATTLE.

The *Journal* prints a statement by Mr. Lloyd George in which he says:—

"No nation has reached the heights of the moral grandeur of France during the war. I set her as England's constant model. Her soldiers and generals show qualities of endurance, courage and military skill worthy of the highest deeds of Napoleon's army."

"We are now too close properly to judge the immortal pages written by France in the book of history, but historians of the future will write of the splendid deeds of her sons in letters of gold."

"At the name of Verdun I bow before such proofs of superhuman courage. The French army met a shock, backed by the enemy's barbarous methods, such as no army ever had to meet. It will be one of the decisive battles of the war, because it represents the enemy's supreme military effort."

"It's lesson for the Allies is that heavy artillery and the most violent explosives will play the preponderating role in the battles to come. We will profit thereby, for it comes at a moment when the fabrication of munitions increases prodigiously, and the Allied strength daily augments."

"I have never despaired of victory. The task will be hard, but the end is sure. It is Germany's military force that we must beat. It is not enough to force her to submission by economic pressure. A peace imposed on Germany, exhausted in food and materials only, would not be durable. It would be a moral defeat for the Allies. The Germans could say they had beaten us in battle and made peace only because we had starved their women and children. That peace we do not want. Only a crushing military victory will bring the peace for which the Allies are fighting, and of which Germany will understand the meaning. That victory we shall have; it will be complete and final."

THE PIRATE SPIRIT IN GERMANY.

THE FUTURE OF TURKEY.

Lord Bryce, speaking at London University College on the war's effects on the German people, said that from his recollections of Germany, as he knew it as a student at a university there, he did not think that its doctrines of omnipotence and of its right to justify all the country's acts by its own necessity and override every other country, were the sentiments of the German Liberals of 1849-1850, or for a long time afterwards. It was the result of years. A spirit of aggression, and the military spirit above all, was crowned with success.

"What is our hope for Germany?" he asked. "It is that she will repudiate the detestable doctrines recently preached there, and our best wish is that she be defeated in order that she may unlearn those pernicious doctrines and revert to the better spirit of an earlier day."

He added that there were two empires in the world fundamentally opposed to the principles of nationality—Turkey and the Austro-Hungarian monarchy. The Turks must be reduced to merely a vassal State. The territories in which they have been conducting massacres of Christians must be taken away from them. The Turkish massacres must end forever, he said, and if any Turkish territory remained, it must be in districts mainly Muslim. The problems of Austria were more difficult, but if the Allies achieved a decisive victory, these problems ought to be solved on principles of nationality.

HOME REMEDY WHICH WORKS

WONDERS IN MAKING SCRAWNY.

UNDEVELOPED MEN AND

WOMEN PLUMP AND

ATTRACTIVE.

Thin persons, particularly those from ten to thirty pounds under weight, will be interested to learn of a marvellous discovery which puts on flesh at the rate of a pound a day in many instances, rounds out the figure and makes thin folks fat up even if they have been scrawny for years.

Don't shut your eyes and say "Impossible!" Put this new treatment to the test. The test will tell. It is no sign that you must remain skinny and under weight the rest of your life, even if you have vainly tried every "fattenner" you ever heard of.

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Excessive thinness is very mortifying. Thin men never look like "real money." They are pushed aside in the race for success. Bony women are seldom very popular. Dress will not hide skin and bones. All men admire fine figures. Take Sargol and get out of the featherweight class.

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THE BRITISH ORDERLY OFFICER.

Of the Orderly under peace conditions I cannot speak (written "One at the Front" in the *Westminster*), except that I would venture many a France he is never obscure. If it were not war-time and imagination were alive, I would trace his effect on the Staff routine of the British Army from the earliest times to the present day. Certainly, for instance, it was the Orderly's dislike for words of more than one syllable which was responsible for the present glorious array of capital letters with which the Army takes the field. It required directness of mind to call a Director of Ordnance Services D.O.S. It required an Orderly to enforce the habit.

I can only take him as he stands in 1914-1916. He arrives on the L. of C. by an irregular orbit from French *vid base*. No matter when he arrives, he has been twice wounded, and though only marked "T.B." or "A." he tells you he is undoubtedly "P.B." or even "P.U." (As the beginning of 1916 there is no excuse for any British civilian not understanding this equation.) Within five minutes he is at home, walking unabashed among the red hats and batons, giving each its particular and requisite portion of acknowledgement with a nicety that is the despair of the amateur soldier. He comes into the office apparently a messenger, but really a soldier among militiamen. He proceeds to organise the work as it should be organised. Any haphazard allocation of despatches he frowns upon. More accurately, he exercises the right of free speech. Always making an exception in the case of a Regular N.C.O. A Regular lance-corporal is a corporal, and a man to be obeyed without parley. This is one of the cardinal laws.

For the most part in his scanty leisure the Orderly is engaged in literary pursuits. A man of many letters, the Orderly undertakes to see how it looks to be a man noted in the margin to proceed to the United Kingdom on seventeen days' leave. After a course of three weeks' typing his number, rank, name, and regiment, he proceeds to real letter-writing. A conscientious craftsman, he drafts and redrafts. Occasionally he will complete a letter in four days; more often he prefers a fortnight. He likes to get fresh intelligence to bear upon his work. Especially will he submit for amendment letters of a gentle nature requiring subtlety of expression. Starting with his fellows-privates, he will work his way until he arrives at warrant rank. Only then will he reluctantly admit that the thing may pass for a love-letter. But I am sure it is with difficulty that the Orderly refrains from forwarding it to the Major for information and necessary amendment. The Orderly types these letters in triplicate, and generally labels them secret. I have never quite understood why he should prefer to write the envelopes. It is an important point, because he is so meticulous that he requires five or six or seven envelopes per letter. It is as well not to praise the final candidate too readily. He will suspect that you are sordidly anxious for your stock of private envelopes. It is of small comfort to you after he has left to unearth sheaves of envelopes (your envelopes) partially scribbled and bearing the sweat of heavy labour.

A certain diffidence in buying cigarettes and matches is characteristic of the Orderly. Low fellows of the baser sort have been known to impute that he, tynd of infinite labour and self-denial, collects one box of matches per year, and keeps these in the depths below his small book as emergency rations. The same slanders have been stated that the Orderly has been known to borrow a match from a militiaman, absent-mindedly taken another from an unclaimed box, turn round as the owner comes in hot search, borrow a match, and light his cigarette at the end of a passing soldier's. True it is that careful students of the Orderly have watched for years in the hope of catching him with a box of matches on tobacco-ration day; but no definite result has yet been obtained.

It is the Orderly who brings all the rumours. He gets them direct from Headquarters, or at any rate from another Orderly. He keeps a careful censorship and allows nothing of a hopeful nature to creep out. He is masterly at interviewing French soldiers and German prisoners who have come direct from the front. His knowledge of naval affairs is likewise first-hand and accurate. In fact, were he not so careful, a student of phrase, he would undoubtedly be but that is better left unsaid. Being only human, he is inclined sometimes to use his power harshly. It is well to be friendly with him when leave is in full swing, as he can turn out a bit of frightfulness every half-hour in that connection. But there it is. Life would be very, very dull without the Orderly, and his gay irresponsibility is as much a joy and a puzzle to the civilian masquerading as a soldier as it is to the Continent. He is the truest philosopher. The night finds him everywhere at home, and he will face any morning with an inch of soap and the razor, which he will never "flog." Without him, fifteen miles from the firing line, it would be difficult to imagine that there was a war in progress. Everywhere he is the same. The personality remains, though the individual changes and it is the rock on which the Great Conspiracy has shattered itself.

As regards the fighting in France, recent calculations showed that in three months' fighting at Verdun the Germans succeeded in occupying 150 square miles of territory. Assuming an advance of five kilometres on a 25 mile front, the Allies on the Somme had occupied 75 square miles of territory after only a week's artillery preparation, and two attacks.

THE ARGONNE DEFENCES. MEDIEVAL PRINCIPLES AND MODERN METHODS.

The last time I visited the Argonne (wrote Mr. H. Warner Allen a few weeks back) was some eight or nine months ago, and perhaps nowhere on the French front could one find a finer example of the extraordinary evolution that the defensive organization of trench warfare has undergone as a result of experience.

Not so many months ago this country was regarded as absolutely impossible for dig, since water was very near the surface, and it was believed that the thickness of the underground and the broken nature of the ground were sufficient to prevent any advance on the part of the enemy. The result was that there were practically no barbed-wire entanglements, no continuous system of trenches except in the advance lines, and no shelters dug deep in the rock to protect the defenders from bombardment. Modern warfare has shown that natural difficulties, if they are not supplemented by artificial defences, are insufficient as a barrier.

The French front from the North Sea to Switzerland was so strongly fortified, thanks to science and the military all its thickets and ravines and natural cover, appeared to the German High Command easier of assault than the plains of Flanders and bare rolling hills of Champagne. The result was that it was here that the Crown Prince's army made one of the greatest German offensives efforts that had been made during the war up to the time of the attack on Verdun. The valour of the French troops took the place of barbed wire and entanglements, and such insignificant advance as the enemy could make was dearly paid for.

A LESSON NOT LOST.

But the lesson was not lost upon the French, and since the German offensive at the end of last summer they have been working hard to convert the Argonne Forest into an impenetrable fortress, for which it seems to have been expressly designed by Nature. Since that date there has been a change of generals, and new ideas, based on experience, have been given their full effect. There was a school which declared that barbed wire entanglements were prejudicial from the point of view of the offensive, since they made it difficult for the infantry to advance from the trenches. But to-day it is admitted that system of trenches which has taken the place of the entanglements and fortresses of the past no troops can hope for success, whether they are standing on the defensive or gathering their forces to attack the enemy.

To-day no part of the French line is more highly organized than the defences of the Argonne. From the nature of the ground continuous trenches are impossible and undesirable. The system adopted is that of a series of centres of resistance, mutually interdependent. Wherever there is a hill there is a lower eminence, every one of which is fortified. Before each earthwork miles and miles of barbed wire have been set, and woe betide the enemy that attempts an infantry charge blindly through the brushwood. Suddenly, after fighting their way through the trees and brambles, they will find a dip in the ground bristling with concealed barbed wire, across which no troops in the world can hope to pass.

The fortresses themselves, behind their barbed wire defences, differ not at all from a medieval castle, except for one thing—the walls of a castle were raised many feet above the ground; the walls of a modern fortress are buried many feet below the soil.

It came as a surprise to visit one of these earthworks on an important hill, and suddenly to discover that it was surrounded by a moat. The main gate to the fortress was provided with a drawbridge across the moat, which was filled, not with water, but with a bristling array of *chevrons de fer* that boded ill for the unhappy Germans who fell upon their points. The moat was carefully concealed, so that a charging mass of men, convinced that they could reach the trenches in front of them, would suddenly disappear down a drop of many feet, to be slain at their adversary's good pleasure.

THE DRAWBRIDGE.

The drawbridge worked on the medieval principle. Thanks to a cunning system of weights it could be raised by a touch of a hand in a few seconds. There was no portcullis, but in its stead there was a wooden door, daily loop-holed, against which sandbags could be piled, to resist any attack. The sandbags were ready in the passage behind, and in three minutes half a dozen men could have backed the door with them. In the ancient castle the gates gave access to a courtyard on the ground level. In the modern fortress drawbridge and gate open on a narrow dark corridor that slopes down into the bowels of the earth.

There, under twenty or thirty feet of soil and rock, the garrison can placidly await the end of bombardment, knowing that science has yet forged the shell that can reach them. The last two years have shown the terrific power of heavy artillery and modern explosives, but at the same time it has been demonstrated that their effect is, if one considers the extent of the battlefields of to-day, extremely local. To shell the French from their positions in the Argonne would need such a wealth of guns and such an expenditure of ammunition as has never been imagined, and it is likely that such an effort would produce results of unspeakable insignificance. "Perhaps," said one of the Generals in this sector to me, "they might get through if they liked to pay enough in men and ammunition; but one thing I am sure of: the hundred times heavier than any success they could gain."

JAPAN AND THE WAR. VIEWS OF HER STATESMEN.

A Japanese Supplement has been issued by *The Times*. Naturally the war fills a large place. Count Okuma addresses a special message to the English people. Baron Takahashi writes on the "Importance of the Alliance," Viscount Kaneko on the "Ideals of the Two Island Empires," and Baron Takaaki Kato on "Japan's Part in the War." These four writers agree upon the supreme importance of maintaining the Anglo-Japanese Alliance, which, in the past, has rendered inestimable services to both countries—and not to them alone—and has, during the present war, brought Japan into defending, wholeheartedly, the common Allied cause. In the course of his remarks Baron Kato writes:—

"Europe is passing through the greatest crisis recorded in the history of mankind, and the whole civilised world is feeling its effects. The end of the gigantic struggle is still not in sight, and its result is unknowable. It must, however, be the desire of everyone who wishes for the triumph of right over might that the cause of the Allies shall be attended with unqualified success, and the world be freed from the menace of the aggressive nation which thrusts away all canons of civilised intercourse in its international dealings, and has no scruple in accomplishing its sinister designs by sheer brute force."

"Eastern Asia has been affected by the war. In order to root out the political and economic influence of Germany, which had rapidly been increasing of recent years in that part of the world to the detriment of Japanese and British interests, and at the request of her Ally, Japan decided to throw in her lot with Great Britain and her Allies. On land the Japanese Army successfully reduced the strong fortress of Kiao-chow, the centre of German military, political, and commercial activities in China, and at sea Japanese warships have been co-operating with British men-of-war in chasing and destroying the German ships in all parts of the vast Pacific Ocean. In this manner Japan has played a very important rôle in the prosecution of the war, and been mainly instrumental in destroying the German power for mischief-making in the Far Eastern regions. She is proud of her achievements, and particularly gratified with the fact that she has been able to discharge fully the obligations which she owed to Great Britain in consequence of the Alliance. She is, moreover, quite determined to do more in the same direction if the necessity ever arises. It is true that distance forbids Japan sending material force to the main theatre of war in the shape of men and ships, but, short of that, she has done and is doing her utmost to help in various ways the Allies in the conduct of the war."

CHINA AND THE ALLIANCE.

"German activities have been crushed in the Far East, for the present at any rate, and Japan, Great Britain, and their friends must endeavour to prevent their recurrence. In these endeavours China should take a part, but that country, whose qualifications for the task are in any case defective, is at this moment undergoing the calamities of civil strife and is quite incapable of joining in the work. The strife has been caused by an unwearied attempt of a single individual and his parasites to gratify his selfish vanity, and it is difficult to prophesy when and how the strife will cease. At all events, it is gratifying to know that Japan and Great Britain are working hand in hand in this and other affairs connected with China. The welfare of China is, indeed, one of the principal aims of the Alliance, and both nations must see to its promotion by all legitimate means at their disposal."

"In this connection it may be observed that there is a handful of persons in Japan, mainly irresponsible journalists, who raise a note of dissatisfaction against the Alliance, because they seem to think that their activities are sometimes hampered by English influence in China. Similar people existed in the early days of the Alliance. But they must remember that every nation has its own legitimate interests to protect in China; and elsewhere, and cannot unduly sacrifice them even for the benefit of its Ally. Divergence of interests which may sometimes occur between the Allies is no reason for doing away with the Alliance, but the intimate relationship which results from the Alliance ought to be useful for satisfactorily adjusting the rival claims in order to avoid any unpleasant conflict. Such is the view and desire of all responsible persons in Japan, and they all desire that the Alliance may long continue in force and serve its noble purposes as it has done in the past, being fully confident that this desire is reciprocated by responsible people in Great Britain."

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WIRELESS IN WAR.

MARCONI'S LATEST DEVELOPMENTS.

Mr. Marconi, to revolutionise modern warfare, has returned to London from Italy with news of important developments in wireless science. In an interview with a *Weekly Dispatch* representative he said:—

"The new developments will not only make wireless communication in this war more efficient, than ever before, but will make it more difficult for the enemy to intercept and tap messages."

"As you know, I am in the Army and in the present conditions I cannot go into details, but I can tell you that for one thing the work of the wireless operators will be made easier and will require less skill in the manipulation of the instruments."

"These improvements will apply to the instruments in aeroplanes and airships, where of course the operators work under difficult conditions."

"One very important development was mentioned by Mr. Marconi, which is of special value to this country, which is almost entirely dependent upon its aeroplanes for the conduct of the war in the air."

"Hitherto," said the inventor, "aeroplanes have been at a disadvantage with airships in wireless work, because while they were able to transmit messages they have not been able to receive them. This was because the receiving signal was too faint to be distinguished, being drowned by the noise of the aeroplane engine. Now we have been able to strengthen the receiving signal sufficiently to enable messages to be taken."

"I think we are ahead of the Germans so far as the efficiency of our instruments are concerned, but we are certainly not ahead of them in the organisation of their wireless systems. That, as we know, applies to a good many things in this war, where German organisation is far superior. But in wireless science we have made enormous improvements in organisation, not only in regard to the inside communication in each army but also between the armies."

"Long-distance communication, especially between England and Russia, has been very much improved."

"In encounters at sea the statements have been frequently made that the Germans have 'jammed' the wireless, and thus prevented messages being effectively passed between our ships."

"Too much importance should not be attached to this," said Mr. Marconi. "It is not so serious as one would imagine, and it is in fact very difficult to prevent a message getting through. What happens is that the German operators attempt to produce confusion. It is like the type in a printed page getting mixed up so that the matter is unintelligible. A great deal depends upon the skill of the operators. Our operators are as good as any, and those in the British Navy are splendid."

"Mr. Marconi says that many improvements have been made in wireless telephony for use in the war. 'The war,' he said, 'has in no means hindered the development of the science, and I anticipate great strides in the commercial use of wireless when the war is over.'"

"Submarines can still only establish wireless communication when at the surface of the water. I don't say that they will never be able to do it when submerged, but it has not yet been found possible to send messages through the water at any considerable depth."

"Mr. Marconi has recently been to the French front and found the soldiers very chery and more full of confidence than ever. 'I was impressed by the number of women in mourning, and also by the determination of the people to make any sacrifice to win the war.'"

"In my own country the warfare is entirely different from that in the other theatres of war. There we have wireless communication from peak to peak and valley to valley. I am going back to Italy in a few days to continue my experimental work."

FORTHCOMING EVENTS.

TO-NIGHT

Opening Night "The Pallade," Kowloon.

TO-MORROW

4.30 p.m.—Meeting of the Gen'l Committee of the War Charities Fund in the Council Chamber.

9.15 p.m.—Organ Recital at the St. John's Cathedral.

Friday, 14th July—

2.40 p.m.—Auction of Sundry Ship's Gear at T.K.K.'s and H. Skott & Co.'s Godowns.

by Mr. Geo. P. Lammer.

6.15 p.m.—New Bandman Opera & Comedy Co. at the Theatre Royal.—Potash and Perlmutter.

Monday, 17th July—

2 p.m.—Auction of Crown Land at Public Works Dept.

Tuesday, 18th July—

2.30 p.m.—Auction of Sundry Ship's Gear and Furniture at T.K.K.'s and Skott & Co.'s Godowns, by Mr. Geo. P. Lammer.

Wednesday, 19th July—

Noon—The "Derwongee" Steamship Co., Ltd., Final Winding-up Meeting at the Company's Office.

12.15 p.m.—The "Phraung" Steamship Co., Ltd., Final Winding-up Meeting at the Company's Office.

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Alexander Buildings.

[769]

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIMANOEK			20th July	PATAVIA
TJILAWONG	JAVA & MAKASSAR	24th July	29th July	SOERABAYA

Wireless Telegraphy. The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN. Telephone No. 1574.

JAVA-PACIFIC LIJN.

MONTHLY SERVICE BETWEEN

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO.

Next Sailings for SAN FRANCISCO via NAGASAKI

Subject to Change Without Notice.

S.S. "KARIKOEN" ... 12th July.

S.S. "TIJEMBANG" ... 11th August.

S.S. "ARAKAN" ... 11th September.

The Steamers have accommodation for a limited number of Saloon Passengers and carry a duly qualified surgeon. Cargo taken on through Bills of Lading to all Overseas Ports in the United States of America and Canada. For Particulars of Freight and Passage, apply to

Yok Building, Hongkong, 15th May, 1916. JAVA-CHINA-JAPAN LIJN, MANAGING AGENTS.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI AND HONOLULU.

SEPT. 5 - NOV. 11 - JAN. 18, 1917.

AN UNRIVALLED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agents, Prince's Buildings, Ice House Street, Hongkong, 27th May, 1916. [628]

THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS

BRASS AND IRON FOUNDERS, CONSTRUCTION,

ELECTRICAL AND MECHANICAL ENGINEERS,

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE

AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE-PATENT SLIPWAYS taking vessels up to 8,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Yard ranging to 100 Tons.

10-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

ASBESTOS ROOFING.

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telephone Address—"TAIKOO DOCK."

Telephone No. 112

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL AGENTS TO THE PHILIPPINE GOVERNMENT.

PRINCIPAL—HONGKONG—MANILA—SHANGHAI—YOKOHAMA.

TICKETS SUPPLIED IN EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES Exchange.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing full details and

Plans from the Far East to all parts of the World, will be forwarded free on application.

Chester Clutton—LUDGATE CHURCH, LONDON, E.C.

Hongkong, 19th April, 1916. [722]

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING
From Hongkong 26th July. Connecting with "GUJARAT" From Colombo 17th Aug.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING
From Hongkong S.S. "SALAMIS" 16th August.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamers Sails
LONDON & SWANSEA "CITY OF BOMBAY" On 19th July.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
For rates of freight and further information apply to—

THE BANK LINE, LTD.,

as to BEIRA & Co., CANTON.

Hongkong 11th April, 1916.

GENERAL AGENTS

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL
SHANGHAI "HANGHONG" On 12th July, Noon.
SHANGHAI "SHANTUNG" On 14th July, 11th Night.
SHANGHAI "YINGCHOW" On 16th July, 11th Night.
MANILA, Cebu and ILOILO "CHINESE" On 18th July, 4 P.M.
TIENTSIN "KUEICHOW" On 25th July, 4 P.M.

DIRECT SAILINGS TOWARD RIVER, Twice Weekly.

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TRAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, etc., on "TAMING" and "TRAN."
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
S.S. "ANNU," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG" and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 12th July, 1916.

TELEPHONE 36.

AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW
AND RETURN.
Occupying at 9 to 10 Days

STEAMERS CAPTAIN LEAVING
"HAIHONG" Capt. J. W. Evans TUESDAY, 18th July, at 2 P.M.
"HAIHAN" Capt. J. S. Thomson FRIDAY, 14th July, at 2 P.M.
"HAIHING" Capt. W. C. Passmore FRIDAY, 21st July, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,

Hongkong, 12th July, 1916.

GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "BANTHA" 5,197 tons, Capt. J. W. Robertson, will be despatched for SHANGHAI, KOBE, and MOJI on 26th July.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to—

DAVID SASSOON & CO., LTD.,

Hongkong, 10th July, 1916.

AGENTS

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO
Straits, Colombo, India, Australasia, Egypt, &c.

Steamers to	Leave Hongkong	Connecting Mail Str. from Colombo	Due at MARSEILLES	Due at LONDON
COLOMBO			1916	1916
NELLORE	July 13	Through Steamer	Aug. 18	Aug. 27
NANKIN	July 24	Through Steamer	Sept. 1	Sept. 10
NOVARA	Aug. 11	"KAISAR-I-HIND"	Sept. 11	Sept. 18
NORSE	Aug. 25	"MOOLTAN"	Sept. 26	Oct. 2
MALTA	Sept. 8	"KASHGAR"	Oct. 9	Oct. 16
NAMUR	Sept. 23	Through Steamer	Oct. 26	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 9	Nov. 18

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.	LEAVE HONGKONG ABOUT
NOVARA	SATURDAY, 15th July.
SOMALI	MONDAY, 17th July.
NORSE	SATURDAY, 29th July.
MALTA	SATURDAY, 13th August.

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS,
INTERMEDIATE (Non-Transshipment) STEAMERS
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID.
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Leave SINGAPORE	Leave PORT SAID	Due at MARSEILLES	Due at LONDON
	about	about	about	about	about
SOMALI	Aug. 16	Aug. 21	Sept. 20	Sept. 29	

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For further information, Passage Fares, Freight, Handbooks, etc., apply to—

E. V. D. PABE,
Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS AND DISPLACEMENT	SAILING DATES
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAI, CAPE TOWN, and TENERIFE	MISHIMA MARU Capt. S. Wada	19,000	THURSDAY, 12th July, at Noon
	SUWA MARU Capt. T. Sakino	21,000	TUESDAY, 1st Aug., at Noon
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	ISHIDZUOKA MARU Capt. Noma	12,500	WEDNESDAY, 19th July, at 4 P.M.
	KAMAKURA MARU Capt. T. Kozono	12,400	TUESDAY, 8th Aug., at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, RAMBOANGA, TUESDAY, ISLAND, TOWNSVILLE & BRISBANE	NIKKO MARU Capt. Taketa	9,900	FRIDAY, 14th July, at 4 P.M.
	AKI MARU Capt. K. Yoshikawa	12,500	TUESDAY, 15th Aug., at 11 A.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	COLOMBO MARU Capt. Nomura	8,000	FRIDAY, 22nd July, at Noon
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	TOTOMI MARU Capt. Fujio	8,900	WEDNESDAY, 12th July, at Noon
SHANGHAI, KOBE and YOKOHAMA	TENSHIN MARU Capt. Kawai	8,000	THURSDAY, 27th July, at Noon
SHANGHAI, MOJI and KOBE	RANGOON MARU Capt. Hori	11,500	THURSDAY, 20th July, at Noon
NAGASAKI, KOBE and YOKOHAMA	AKI MARU Capt. K. Yoshikawa	9,900	THURSDAY, 12th July, at 5 P.M.
SHANGHAI, KOBE and YOKOHAMA	HITACHI MARU Capt. H. Tominaga	12,500	SATURDAY, 16th July, at 10 A.M.

EASTBOUND NEW YORK LINE
VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK VIA SHANGHAI, KOBE, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON.
WAKASA MARU
Capt. Iizumi 14,500
August.

* Wireless Telegraphy.
For further information apply to—

NIPPON YUSEN KAISHA,
B. MORI, MANAGER.

TELEPHONE Nos. 293 and 295

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed.	Leave Hongkong
* KWANTO MARU	8,000 — 12 knots	THURS. 13th July 6 P.M.
* KIYO MARU	17,800 — 14 knots	THURS. 13th July Noon.
TENYO MARU	22,000 — 21 knots	TUES. 18th July Noon.
* NIPPON MARU	11,000 — 16 knots	TUES. 1st Aug. 10.30 A.M.
SHINYO MARU	22,000 — 21 knots	TUES. 15th Aug. Noon.
* ANYO MARU	18,500 — 16 knots	TUES. 12th Sept. Noon.
* PERSIA MARU	9,000 — 14 knots	THURS. 21st Sept. 10.30 A.M.

* Via MANILA, Omittin' Shanghai.
* Proceeding to South American Ports.
* Omittin' Manila, Shanghai and Honolulu.

FIRST CLASS TO LONDON \$71.10—RETURN (6 MONTHS) \$120.
" " " NEW YORK \$60. " " " \$96.10.
" " " SAN FRANCISCO \$45. " " " \$68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
BOUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.
Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer KIYO MARU 17,800 — 14 knots. Sails THURSDAY, 13th July.

For Full Particulars as to Passage and Freight, apply to—
K. DOI, AGENT,
King's Building.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FOUR-NIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.
FOUR-NIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

For SHANGHAI, KOBE and YOKOHAMA
POLYNESIESE ... On or about 15th July.
MARSEILLES VIA HAIPHONG, and TOURANE (Without Transshipment)
Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co. for return journey.
FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.
For further particulars apply to—

TELEPHONE 740

P. THOMAS, AGENT,
QUEEN'S BUILDING.

O. S. K.
OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

[FOR VICTORIA, SEATTLE AND TACOMA,
VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA
"MEXICO MARU" ... FRIDAY, 26th July, at 3 P.M.
* Omittin' Shanghai and Moji. * Omittin' Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETENHAM, PENANG AND COLOMBO.
"JAVA MARU" ... S. Yangi ... SATURDAY, 15th July, at 7 A.M.

JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOURABAYA, SAMARANG, BATAVIA AND SINGAPORE.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG, AND ANPING, TAKAO, VIA SWATOW AND AMOY.
"AMAKURA MARU" ... SUNDAY, 16th July, at Noon.
"SOSU MARU" ... WEDNESDAY, 19th July, at 9 A.M.

* Proceeding to Keelung via Swatow and Amoy.
* Proceeding to Anping and Takao.
These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.
For FURTHER INFORMATION, apply to—

H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN STALBANS	4th Aug.	On 22nd July, 11 A.M. On 27th Aug. 11 A.M.

All Steamers fitted with wireless pty. Telgms.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars, apply to—

GIBB, LIVINGSTON & CO.,
AGENTS

